

National Training Center Deputy Commander for Logistics and Commander Theater Support Command Battlebook



United States Naval Ship Irwin

Updated 990815

National Training Center Deputy Commander for Logistics,
Commander, National Training Center Theater Support Command
National Training Center
Fort Irwin, California 92310

Introduction

Army Pre-positioned Set-3 (APS-3) Army Pre-positioned Afloat (APA), supports the US Army's force projection concept. APS-3 APA ships and equipment will be available for employment by any CINC during any contingency across the range of military operations. It is important to note that APS-3 APA equipment provides the Unified Commander a "reinforcement capability to enhance an established lodgment". It does not provide the equipment necessary to support an amphibious assault operation.

The APS-3 APA battlebook has been a useful aid to users during numerous contingency missions. In late 1990, during Operation Desert Shield/Desert Storm, 75,000 short tons of prepositioned stocks were the first Army supplies to arrive to support the initial force.

In 1993 the Army's prepositioned stocks were used to support the humanitarian effort, Operation Restore Hope, supplying rations, water support equipment and material handling equipment.

During Operation Vigilant Warrior, October to December 1994, all afloat combat units and the support battalion were offloaded at the port of Dammam, Saudi Arabia. A task force from the 24th Infantry Division (Mech) was deployed to Kuwait. Later, the contingency mission was changed to an exercise, allowing time and resources to complete major improvements to the APS-3 APA equipment, including:

- The four pure combat battalion sets were reconfigured into battalion task forces, each 2X2, with its own sustainment package.
- Each task force was loaded on a single ship.
- Major end items were inspected and repaired - all systems are now well over 95% Fully Mission Capable (FMC).
- Class IX (Repair parts) and Class V (Ammunition) Unit Basic Loads were loaded on each of the task force ships.

The information in this battlebook is applicable for APS-3 training. The USNS Irwin Battlebook is a living document, and will change as equipment and sustainment stocks are improved, and as mission requirements change.

This Battlebook was prepared at the direction of the Deputy Commander for Logistics, National Training Center. Direct all questions concerning the battlebook to:

CDR, NTC DSN: 470-4703

PO BOX: 105107 COM: (760) 380-4703

ATTN: TSC, Operations Officer FAX (DSN): 470-5240

Fort Irwin, CA 92310-5000

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Chapter 1

Theater Support Command

Organization and Command Structure

The Deputy Command for Logistics and Theater Support Command (DCL/TSC) is subordinate to the Army Commander Irwin (ARCOMIRWIN). The DCL/TSC is responsible for providing continuous CSS to the Theater and on order regenerates the force when the USCINCCIRCOM orders U.S. Forces to transition to post conflict operations.

Army Materiel Command-Logistics Support Element AMC LSE (ITT) is subordinate to the TSC. AMC LSE is responsible for the hand off of the equipment and supplies aboard the USNS Irwin to the deploying brigade. The deploying brigade will regenerate and return all equipment and supplies back to the AMC LSE prior to redeployment.

The TAMMC (IRCOM) is subordinate to the TSC. TAMMC is responsible for theater logistical planning and operations of all CSS functions.

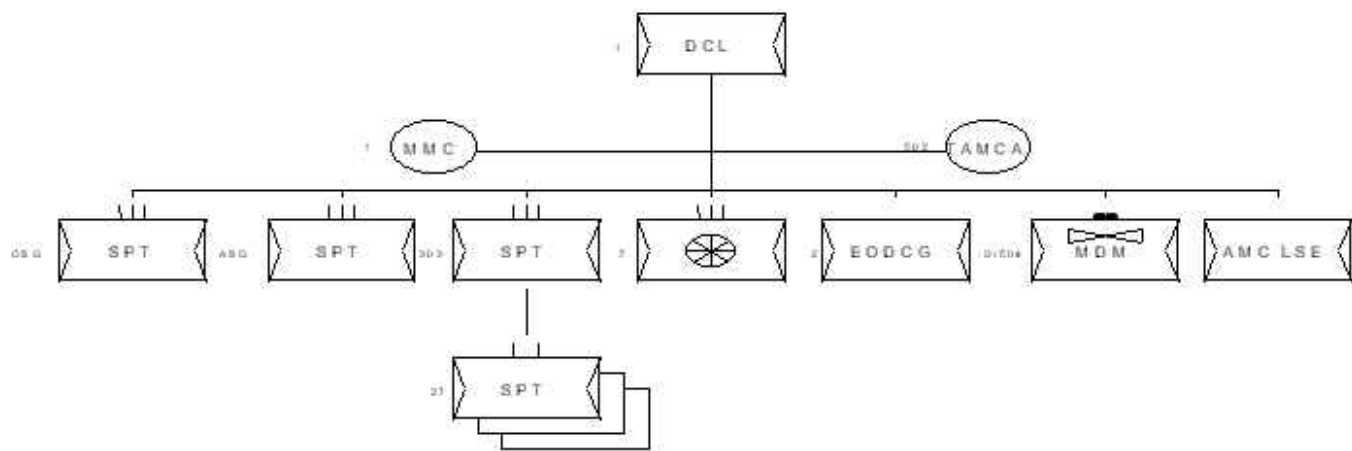


Figure 1-1: TSC Task Organization

303rd Corps Support Group IRCOM (NTC CSB): The 303rd CSG is responsible for providing Theater Opening Force Module (TOFM) multifunctional logistics in supply, maintenance, and transportation support for reception, staging, onward movement and integration (RSO&I) of brigade combat teams in the theater of operations under the direction of the TSC Commander.

27th Corps Support Battalion (IRCOM): The 27th CSB is assigned to the 303rd CSG. The 27th CSB mission is to provide echelon above division (EAD) direct and general (DS/GS) maintenance, aviation logistics, aeromedical evacuation and class IX support to combat forces operating in the CSG area of responsibility. Also provide echelon above division forward tech supply to support the RSO&I of forces and provide GS maintenance support to the theater on a repair and return supply basis.

Mission

The mission of the NTC is to provide realistic joint and combined arms training focused on developing soldiers, leaders and units of America's Army for success on the 21st Century battlefield. Additionally, the NTC provides a vital source of experience-based information and data essential to doctrine, equipment, training, and force development in order to improve the force.

Points of Contact

Commercial for all numbers except as noted is: (760) 380-XXXX

Deputy Commander for Logistics, TSC, NTC

Assistance with:

- General Battle Book Questions
- Additional Battlebooks
- Battlebook Development
- LSA Terrain Management

Commander: DSN 470-4703

Operations: DSN 470-5325/3903/6144

TAMMC

Commander, NTC MMC

Assistance with:

- All Classes of Supply (minus class VIII)
- Services

- Maintenance

Commander: DSN 470-3841

Plans and Operations: DSN 470-5868

Class I (includes Ice):

Theater TISA

DSN: 470-3998

Bldg.: 882

Class III (B):

Government Accountable Officer

DSN 470-3626

Class V:

TAMMC Accountable Officer

NTC MMC Class V Officer

POC Location: Building 7600

DSN 470-4257

Class V (Training Devices):

Devices Manager

Locations: Building 492

DSN 470-3882

Class VII (Early Draw Package):

TSC

Support Operations

LOCATION: Bldg. 452

DSN 470-3903

Class IX (PLL and ASL):

TAMMC Class IX Officer

NTC MMC Class IX Officer

Location: Bldg. 867

DSN 470-6069

DSA: (class II, III (P), IV)

Chief, TAMMC Supply Division

NTC MMC Supply Officer

Location: Building 567

DSN 470-3820

MILES:

MILES Contractor COR (OPS Group)

Location: Building 130

DSN 470-5709

NTV and Misc. Travel:

Chief, TAMMC Transportation Division

NTC Transportation Officer

Location: Bldg. 565

DSN 470-3817/3385

Maintenance

TAMMC Maintenance Officer

NTC MMC Maintenance Officer

Location: Bldg. 866

DSN 470-5844

Contingency Contracting:

ARCOMIRWIN Director of Contracting

NTC Directorate of Contracting

Location: Building 505

DSN 470-4450/3660

Environmental:

IRCOM EPA Assistance Team

NTC DPW EPA Compliance Section

DSN 470-5290/4501

502nd TAMCA

NTC Movement Control Center (MCC)

Assistance with:

- Air Operations (A/DACG)
- Rail Operations (Yermo Download/Upload)
- Surface Movement (Line Haul and Convoy Clearances)

OIC/NCOIC: DSN 470-4978/4440

Surface Section: DSN 470-4977

Air Section: DSN 470-4258

Rail Section: DSN 282-7488

(COMM: (619) 577-7488)

Bldg.: 828

27th CSB, 303rd CSG

NTC Support Battalion

Assistance with:

- Pre-positioned ASL Hand-over
- Backup Direct Support Maintenance
- General Support Maintenance
- Aviation Support

Commander: DSN 470-4712

Support Operations: DSN 470-3749

Bldg.: 281

Chapter 2

Concept of Operations

General

This chapter provides information and planning guidance to organizations with deployment orders to the Irwin Theater. The USNS Irwin is the Pre-positioned Ship identified for the Irwin Theater. Combat power on the USNS Irwin centers on a Brigade Combat Team (BCT) with the following task organization in Figure 2.

The combat brigade consists of one mechanized infantry and one armor battalion with habitual CS/CSS support slices as well as specialized units, which augment the Brigade's force protection requirements. The ship discharge sequence (which is based on the Brigade Commander's priorities) will affect the build up of the Brigade's combat power. Figure 2 reflects the fully employed combat brigade and the support battalion. An enhanced support package on the USNS Irwin contains additional CSS assets.

The deploying brigade must conduct a METT-T analysis for the ship's task force elements. While equipment is configured and loaded based on 3ID Inf. Division (M) TO&Es, there may be significant differences in equipment type and quantity from the deploying units MTOE. In several areas (such as electrical and optical instruments, CTA and NBC equipment), the deploying unit must bring some home station equipment and sustainment items as TAT. Special training may be required to maintain and operate particular equipment that is either older or newer than like equipment at home station. Equipment shortages exist on the USNS Irwin. Deploying Brigades must bring from home station any equipment not available aboard the USNS Irwin.

Concept of Operations

The TSC provides combat service support for the Reception, Staging, Onward Movement, and Integration (RSOI), and the discharge and issue of the APS3. On order the TSC establishes logistic task forces to support the combat regeneration of APS3 equipment and the redeployment of the brigade combat team. This operation is conducted in four phases.

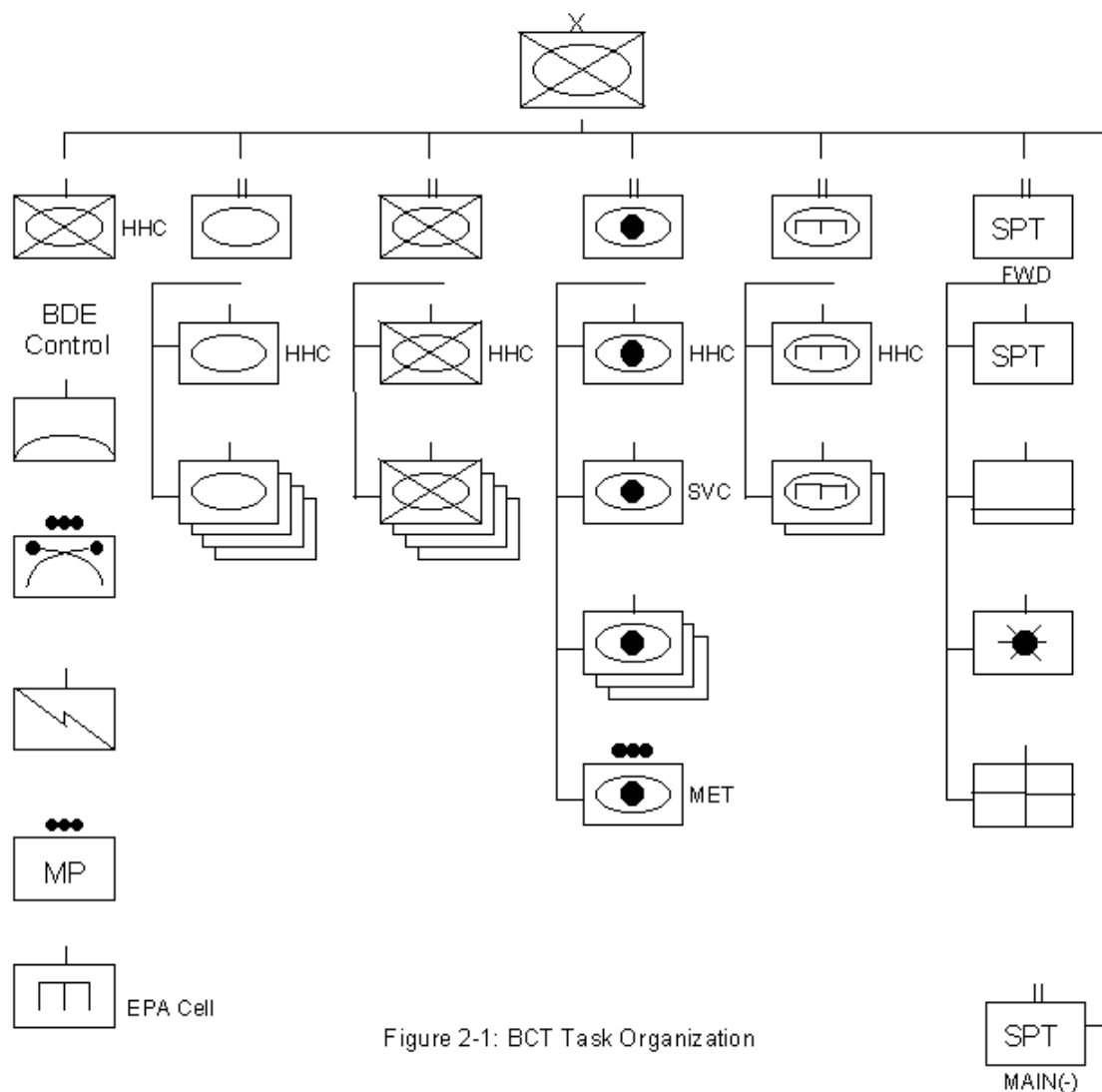


Figure 2-1: BCT Task Organization

Phase I: Pre-deployment and deployment.

This phase commences upon alert notification and ends upon the arrival of the first main body aircraft. The BCT deploys its advance party (ADVON) no earlier than (NET) D-14. The primary logistics focus during this phase is the deployment of the advance party, preparations to receive the main body and accomplish the below tasks. The ADVON is limited to 220 personnel and completes the following tasks:

- Receive TSC ADVON in-brief
- Receive ULLS-G, SAMS, SARSS, PLL and ASL.
- Complete "ULLS-G Gunnery, prior to COB D-10.
- Receive AMC LSE (ITT) equipment draw brief on D-11.
- Conduct draw of life support equipment from the MV USNS Irwin beginning on D-10.
- Open supply and service accounts with Irwin Military City support activities NLT D-8.
- Receive and sign for the Rotational Unit Bivouac Area on D-8.
- Be prepared to conduct rail download operations NLT D-7.
- Be prepared to receive main body NLT D-7.

Phase II: Reception, Staging, Onward Movement and Integration

This phase commences upon the arrival of the first aircraft of the main body at the designated APOD. The BCT deploys its main body no earlier than (NET) D-7. It ends when adequate equipment and supplies are discharged and issued to awaiting units; C2 communications are established; units have moved to the TAA; and the ARFOR commander reports that all essential elements of combat power are achieved. Priority of logistics effort is ensuring that the BCT achieves the highest level of combat posture and logistics power before commencement of combat operations. During this phase the BCT completes the following tasks.

- Begins draw of pre-positioned fleet equipment at 0730 on D-6 and ends NLT D-1.
- Begins requisitioning basic loads of supply beginning on D-5 and ends NLT D-1.
- See also [Appendix 1 \(RSO&I Checklist\)](#).

Phase III: Combat Operations

If deterrence fails and the KPC attacks, USCINCRICOM conducts a forward defense along the Krasnovian and Pahrumpian borders. On order conduct operational movement to set the conditions for offensive operations aimed at the destruction of the KPC's offensive military capability and restoration of borders and sovereignty in the region.

Phase IV: Combat Reconstitution, Regeneration and Redeployment

This phase begins when USCINCRICOM orders U.S. Forces to transition to post conflict operations. The NTC TSC shifts focus from sustaining combat operations to regenerating the force and supporting civil military operations to rebuild basic infrastructures and provide essential services to Mojavia. This phase ends upon the redeployment of the BCT. Priority of logistics effort is to the combat regeneration of the APS3. During this phase the BCT completes the following tasks:

- Conduct combat regeneration of the pre-positioned fleet and transfer accountability.
- Conduct a "police call" of the battlefield.
- Replenish and turn-in commodity basic loads.
- Conduct rail up-load operations for home station equipment.
- Transfer accountability of unit bivouac and work areas.
- Clear supply and service accounts with Irwin Military City support activities.
- Re-deploy unit personnel.
- See also Appendix 3 ([Reconstitution checklist](#))
- The following figures outline the sequence of tasks completed by the BCT:

Week 1

SUN	MON	TUE	WED	THU	FRI	SAT
1800 ADVON/ RSOI brief (JTF conf. rm. RUBA)	0900 ASL, SARSS Draw (31 st Maint. Co) 0900 SAMS draw (NTC CSS AMO) 1300 PLL/ULLS Automation equipment draw (Bldg. 808) PLL inventory results processed	ITT ADVON Brief (1300 at the JTF HQs) ULLS Gunnery nickel test starts (0730 bldg. 808) Sign for QSS & Tool Crib and other buildings in DRAW YARD	ULLS Gunnery complete Draw Early - draw vehicles	Supply accounts establishme nt complete Class IX in- brief by MMC SPO (1300 at MMC SPO bldg. 867)	0800 Grid Confirmatio n Meeting (TSC Hq) Sign For RUBA	Rail Offload prep Main Body Arrival 2400 Rail Priority to inbound

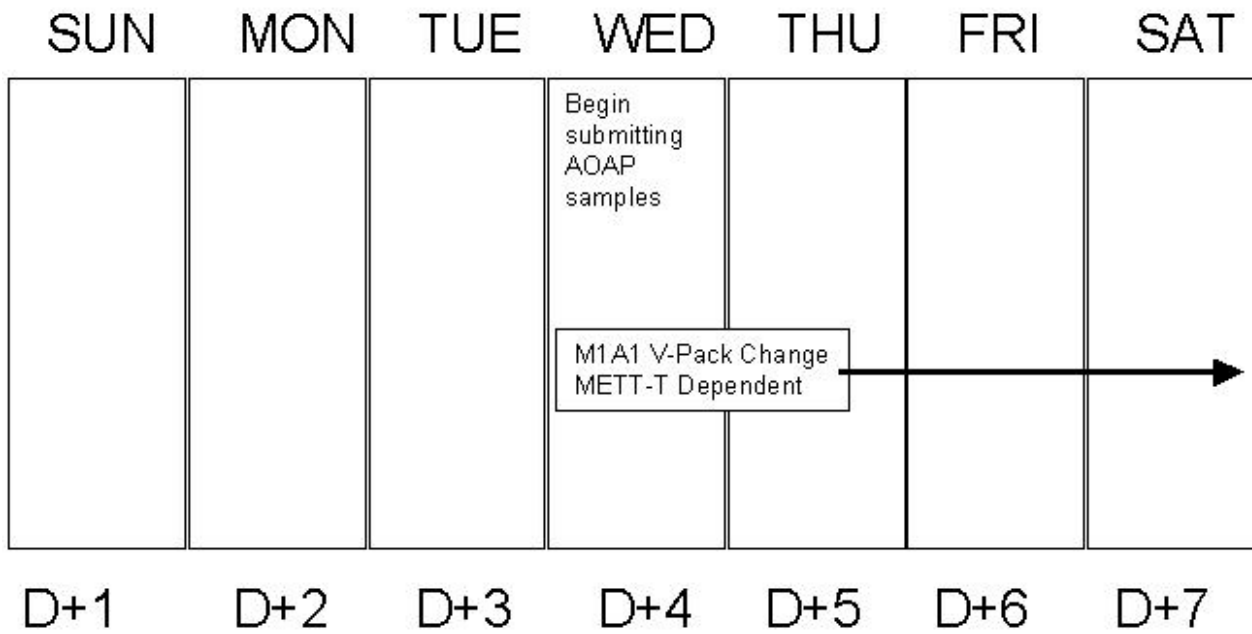
Figure 2-2: Week 1 Events

Week 2

SUN	MON	TUE	WED	THU	FRI	SAT
0730 Begin vehicle and BII Draw Main Body Arrival Complete Draw M2 bolts Begin commo draw	1500 Draw Status Brief Class II,III(P), IV Draw	1500 Draw Status Brief 0900 AOAP Class (Bldg. 808) Class I, III(B) Draw Class V Draw	1500 Draw Status Brief Class I, III(B) Draw Class V Draw	1500 Draw Status Brief Class I,III(B) Draw	0930 Draw Status Brief (if needed) 1000 Redeployment Conference (MCC) 1300 Regeneration Orientation Brief (JTF Classroom) Clear Railhead	
D-6 RSOI 0	D-5 RSOI 1	D-4 RSOI 2	D-3 RSOI 3	D-2 RSOI 4	D-1 RSOI 5	D-Day Move Out Day

Figure 2-3: Week 2 Events

Week 3



Week 4

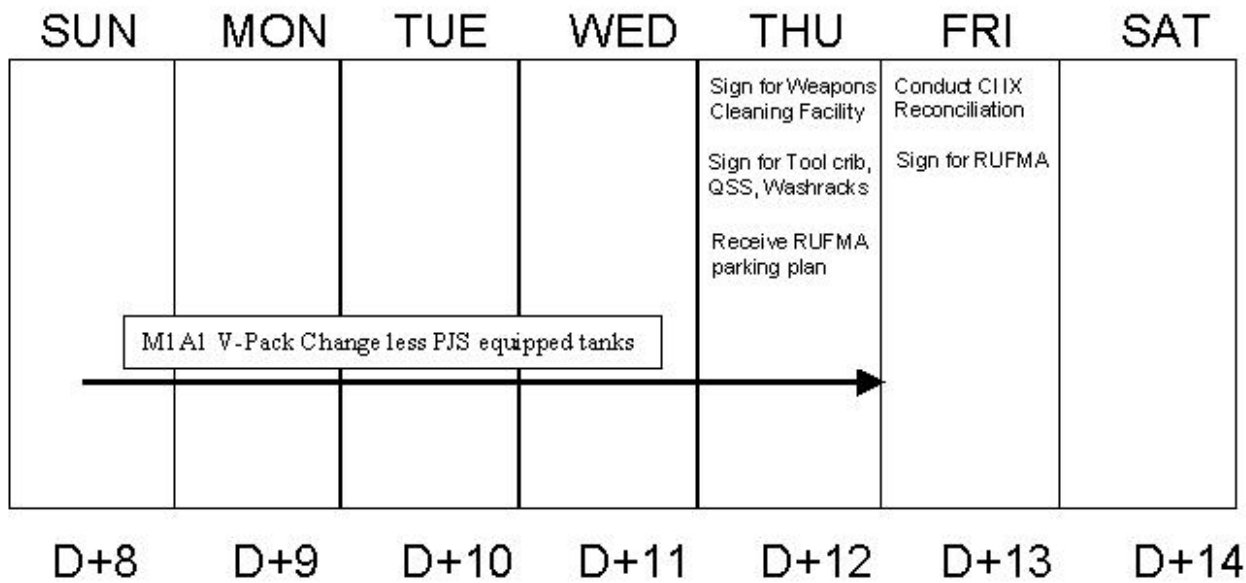


Figure 2-5: Week 4 Events

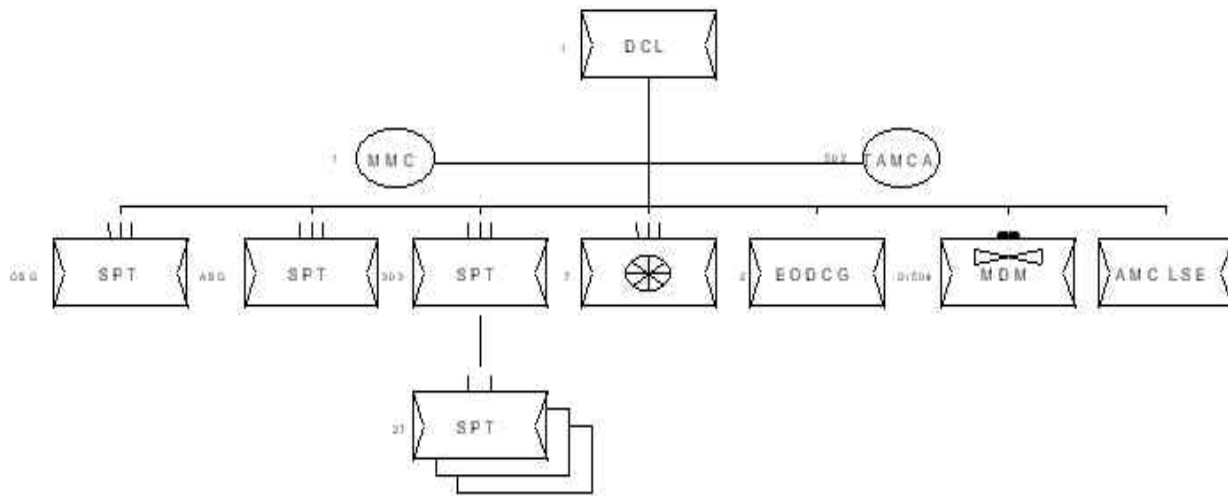


Figure 1-1: TSC Task Organization

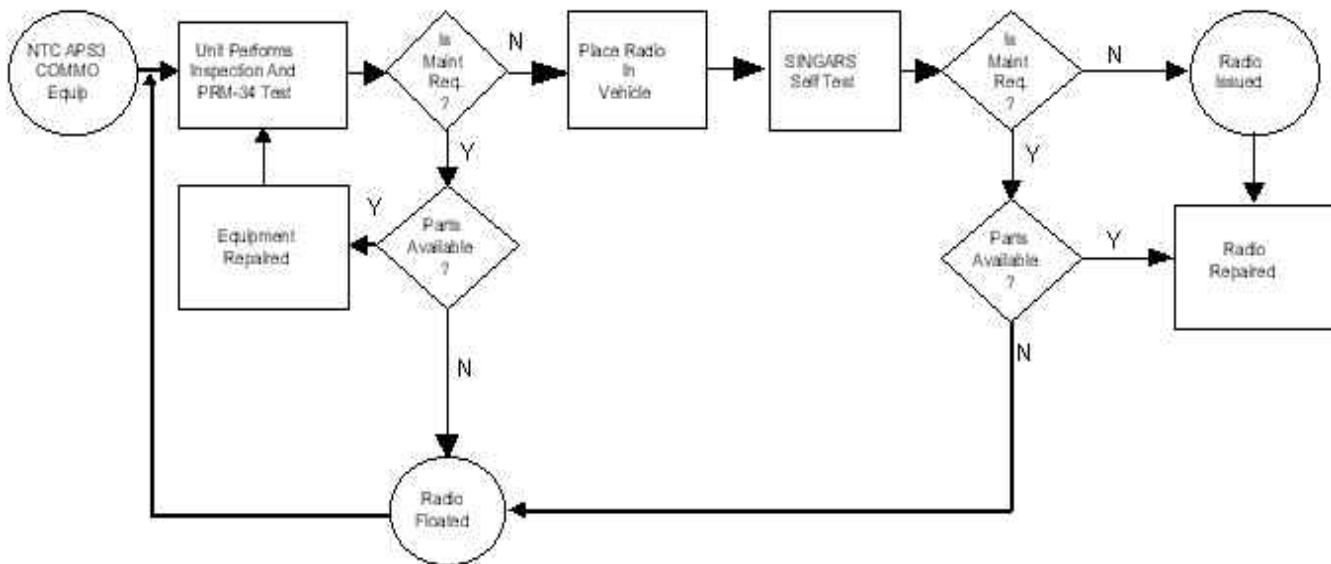


Figure 3-6

Chapter 3

Classes of Supply

Class I

Thirty days of supply (DOS) are maintained on the USNS Irwin. The BCT Commander determines DOS and issue cycle to be maintained at the Brigade Support Area. Forced issues of rations may occur to support "rotation" of stocks. The BCT Class I Officer must open an account with the Theater Class I point and provide signature cards for requesting supplies. Head counts and ration forecasts must also be provided immediately upon arrival of advance party. Personnel deploying must arrive in Theater with no less than one day's ration. Supplements are available through Host Nation Support (HNS), but must be forecasted seven (7) days in advance.

Water. Most of the water in the theater is contaminated. Approved water points for the theater are as follows:

- Potable Reverse Osmosis (RO) water point is near the theater RO plant, building 44, Goldstone Road, VIC NV 37950194.
- HNS potable water points are:

Bike Lake Road: NV 30900418

Goldstone Road: NV 26500199

Ice is available on a limited basis through HNS. One to ten (1-10) lbs. per soldier is available depending on season and theater support requirements. Priority is given to combat forces. Units will coordinate ice requirements through the theater Class I point. Ice seasonal planning factors are as follows:

- Jan-Mar 1-3 lbs. per soldier
- Apr-Jun 3-7 lbs. per soldier
- Jul-Sep 7-10 lbs. per soldier
- Oct-Dec 2-4 lbs. per soldier

Requirements greater than ten (10) lbs. per soldier require a request for additional ice to the TISA. Approved requirements will generally be contracted through HNS.

Class II

The Army Materiel Command-Logistics Support Element AMC LSE (ITT) bulk issues all of the General Services Administration (GSA) type items to sustain the deployment directly from HNS to the deploying Brigade's advance party. There are no other GSA sources available.

The deploying Brigade must forecast GSA requirements to the TAMMC NLT D-90 and provide the required date of delivery. The deploying Brigade S-4 will roll up all supported slice elements into the forecast.

Fax requirements to DSN 470-3822, ATTN: GSA Manager or mail to Commander Fort Irwin, ATTN: AFZJ-MCS, Fort Irwin, CA 92310-5000. Furnish a copy to the TSC SPO at DSN 470-5240. GSA supplies are prepositioned in the DSA at VIC NV 303018.

An authorized list of approved GSA type items that can be purchased by the deploying Brigade is shown in Table A. Commander IRCOM and Commander FORSCOM have established a \$65,000 limit on GSA type item purchases. Requests over \$65,000 require the approval of the FORSCOM G4 prior to forwarding the listing to the TAMMC.

An additional package of Class II items are available on the USNS Irwin. Coordination for drawing all or a portion of this package will be made through the TAMMC. All items must be replenished upon cessation of hostilities.

Upon cessation of hostilities, the deploying Brigade S-4 will purchase tools needed to replenish those lost, damaged or destroyed through the AMC LSE staging yard manager. The replacement tools will be delivered to the AMC LSE property control manager by HNS.

OCIE is not available in theater. The deploying Brigade will deploy with sufficient stockage to support deployment. The Chief, TAMMC Supply Division may be able to arrange emergency support if required.

NSN	Item	U/I
7930-00-269-1272	Absorbent Material (Dry Sweep)	BG
8105-01-195-8730	Bag Plastic 23x24 Clear (250 ea.)	BX
8105-01-183-9768	Bag Plastic 39x33 Clear (125 ea.)	BX
7510-00-965-2443	Binder Computer Black	EA
7510-00-286-6959	Box Filing 5x8x10 (Blk & Wht)	EA
7920-00-267-2967	Broom Push Without Handle	EA
7920-00-292-4375	Broom Upright Straw	EA
7920-00-234-9317	Brush Sanitary Toilet	EA
7920-00-282-2470	Brush Scrub	EA
7920-00-926-5244	Buck Mop (26 QT)	EA

7240-00-160-0440	Can Garbage (32 GL)	EA
7240-00-089-3827	Can Water Plastic (5 GL)	EA
7510-00-164-8893	Chalk White 3 1/8L 3/8 Dia	GR
6250-01-255-3345	Chemlight 6" or 15" (25 EA)	BX
6260-01-178-5560	Chemlight Blue 6" 8 HR (10 EA)	BX
6260-01-074-4229	Chemlight Green 6" 12 HR (10 EA)	BX
6260-01-255-3346	Chemlight Magnetic Base (25 EA)	BX
6260-01-195-9752	Chemlight Non-Vis Inf 6" (10 EA)	BX
6260-01-195-9753	Chemlight Orange, 6" 12 HR (10 EA)	BX
6260-01-247-0363	Chemlight Orange, 6" 30 Min (10 EA)	BX
6260-01-178-5559	Chemlight Red 6" 12 Hour (10 EA)	BX
6260-01-218-5146	Chemlight White 6" 12 Hour (10 EA)	BX
6260-01-196-0136	Chemlight Yellow 6" 12 Hour (10 EA)	BX
6260-01-074-4230	Chemlight Yellow 6" 30 Min (20 EA)	BX
6260-01-247-0368	Chemlight White HI 30 Min (10 EA)	BX
8520-00-965-2109	Cleaner Hand Cream	LB
7350-00-162-3006	Cup Paper Cold 8 OZ (2000 EA)	BX
7350-00-641-4523	Cup Styro 16 OZ (1000 EA)	BX
7350-00-082-5741	Cup Styro 8 OZ (1000 EA)	BX
6840-00-664-6610	Deodorant Tile Bowl (4 OZ)	CO
6840-00-810-6396	Disinfectant Food Service	BX
6260-01-247-2937	Flare Surface Trip	EA
6230-00-163-1856	Flashlight 2 Cell	EA
6230-00-264-8261	Flashlight "L" Shape	EA
7360-00-634-4800	Flatware Set Plastic (10 SE)	BX
8135-00-724-0551	Foil Aluminum 18" x 500'	RO
4240-00-052-3776	Goggles Industrial	PR
7920-01-162-6064	Griddle Screen (200 EA)	BX
7920-00-263-0328	Handle Broom	EA
7920-00-205-1170	Handle Mop	EA
6260-01-196-0637	Holder Chemlight	EA
7920-00-058-2242	Holder Scouring Brick	EA
6840-01-003-9589	Insect Repellant Personal	EA

7330-00-893-8550	Jug Insulated (5 GL)	EA
4730-01-087-1459	M1 V Pack Cleaner Kit	EA
7920-00-926-5494	Mophead Wet 31x33	EA
8540-00-285-7001	Napkin Table (10,000 EA)	BX
7330-00-272-2591	Opener Can	EA
7920-00-753-5242	Pad Scouring Green (10 EA)	PG
5340-00-158-3805	Padlock 5200 No Chain	EA
5340-00-158-3807	Padlock 5200 With Chain	EA
5340-00-682-1505	Padlock With Chain	EA
7240-00-246-1097	Pail Utility Plastic (12 QT)	EA
7530-00-181-7174	Paper Copier 8 1/2 x 11 (5000 SH)	BX
7350-01-263-6700	Paper Plate 10 1/4 (500 EA)	BX
8540-00-530-3770	Paper Toilet (96 RO)	BX
9330-01-358-7525	Plastic Sheet Acetate	RO
9330-01-358-4391	Plastic Sheet Combat Acetate	EA
7920-00-205-1711	Rag Wiping (50 LB)	BE
4020-00-068-7906	Rope fiber Cotton (600 FT)	CL
4020-00-968-1356	Rope Fiber Nylon (600 FT)	RL
7920-00-291-1237	Scouring Brick	EA
7930-00-721-8592	Scouring Powder (30 EA)	BX
8520-00-270-0258	Soap Borax Powder (5 LB)	BX
8520-00-531-6484	Soap Toilet	HD
7920-00-240-2555	Sponge Cello	EA
7920-00-530-5740	Squeegee Floor 24"	EA
7930-00-132-5265	Sweeping Compound (100 LB)	DR
8135-00-292-2351	Tag Shipping Manila (1000 EA)	MX
7510-00-074-5124	Tape Pressure 2" Green	RO
7510-00-266-5016	Tape Pressure 2" Olive	RO
7510-00-074-5174	Tape Pressure 4" Green	RO
8315-00-958-0744	Tape Textile Cotton 1" Wide	RO
8315-00-255-7662	Tape Textile Cotton 2" Wide	RO
7920-00-823-9772	Towel Paper Large Reinforced (1000 EA)	MX
8540-00-262-7178	Towel Paper single fold (400 EA)	BX

4020-00-241-8880	Twine Fiber Size 4 (465 FT)	BA
7920-00-682-6862	Wringer Mop	EA
8135-01-386-2322	Plastic Shrink Wrap	RO
3540-00-234-6742	Steel Strapping Seal 3/4"	EA
3540-00-223-8592	Steel Strapping Seal 1/14"	EA
3540-00-278-1250	Steel Strapping Seal ¾"	EA
3540-00-278-1251	Steel Strapping Seal 1-1/4"	EA
3540-00-223-6281	Cutter Steel Strapping	EA

Table A: Class II Approved for Requisitioning

Class III (B)

The Defense Fuel Region Irwin (DFRI) will provide Class III (B) through HNS facilities. The mission of the bulk and retail fuel facilities in the Irwin Theater is to provide MOGAS and JP-8 support to all deploying units. These facilities receive, store and issue Class III(B) ordered for the theater by the Government Accountable Officer and the IRCOM Contracting Officer. Additional Class III(B) information is found in [Appendix 20](#), USNS Irwin Battlebook.

The bulk fuel facility receives, stores, and issues to tanker trucks only. The retail fuel facility receives, stores and issues primarily to individual wheeled vehicles. The fuel facility at Bicycle Lake Army Airfield provides both JP-8 bulk and retail support to aviation units/activities. The BCT must appoint a single point of contact to coordinate all requirements and issues. Signature cards are required.

HNS will accept minimal amounts of fuel back. Returned fuel must be tested by the DFRI and will require the unit to pull samples for testing. A minimum of 48 hours notice must be provided to the bulk fuel point prior to returning fuel.

AMC LSE (ITT) will not top off the USNS Irwin equipment in the staging area nor will they provide retail fuel support.

Fort Irwin Policy Letter 34, Vapor Recovery Policy for Bulk Fuel Tankers, prohibits the storage or dispensing of MOGAS from Tank and Pump Units (TPU). This policy complies with Mojavia (California) law. HEMMT and 5000 gallon bulk fuel tankers may store and dispense MOGAS.

When returning bulk tankers, tactical wheel and track vehicles to AMC LSE (ITT), the BCT ensures that the minimum fuel identified below is in the tanker/vehicle:

- 5000 GL Tanker 400 gal • TPU 50 gal
- HEMMT Tanker 200 gal • Track/Wheel vehicles ¾ full tank

Government Accountable Officer/POL Operations Office Building 7701

Bulk Fuel Storage and Dispensing Facility Building 7701

Hours of Operation: 0730-1600 Monday through Sunday

Retail Fuel Storage and Dispensing Facility Building 950

Hours of Operation: 0730-1600 Monday through Sunday

Bicycle Lake Army Airfield Storage and Dispensing Facility

Hours of Operation: 0730-2100 Monday through Sunday

Table B: Fuel Facility Location and Hours of Operation

Class III (P)

A 30 DOS unit basic load is available on the USNS Irwin, and is provided to advance elements of the BCT.

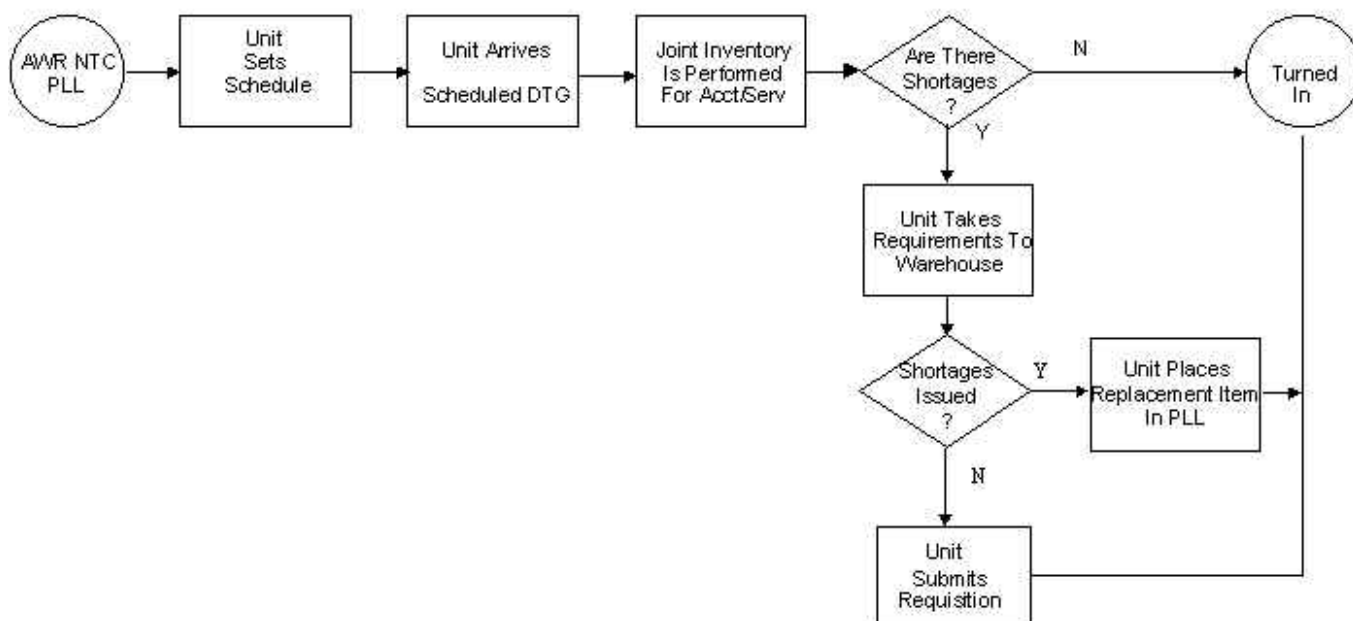
The unit basic load is issued in 40' containers pre-positioned in the DSA at VIC NV 3033018 by the TAMMC Class III (P) manager. A storage-packing plan is provided with each container upon arrival. Stocks not immediately required may be left in the containers under the BCT's control. Items provided in the basic load are listed in Table C below.

Re-supply of Class III (P) is restricted. CDR, 1st TSC or CDR, 1st TAMMC must approve all requests above the push package.

Upon cessation of hostilities, all stocks used must be requisitioned from the AMC LSE Class III Supply Point and placed back into the containers in the same configuration. The TAMMC Class III (P) Manager will inspect the containers prior to sealing the container and clearing the unit.

Class III (P) required for home station and unit peculiar equipment (e.g. aircraft) must be requested by the deploying unit at home station and shipped to Irwin Military City (W80WKN) ATTN: Rotational Unit.

PLL Turn-in



Class IV

TAMMC Class II/IV (barrier) manager will issue a unit basic load of Class II/IV (barrier) to the deploying brigade. The basic load may be partially containerized in 40' containers. All Class II/IV barrier material is prepositioned in vicinity NV 303018. Items provided in the basic load are listed below in Table D.

NSN	Nomenclature	UI	Quantity
5510-01-Z94-3647	Lumber 4" x 4" x 4'	Ea	200
5510-01-Z94-3648	Lumber 4" x 4" x 6'	Ea	800
5530-01-Z94-3649	Lumber 4" x 4" x 8'	Ea	800
5530-01-Z94-2046	Plywood	Sh	400
5660-00-224-8663	Barbed wire	Sl	470
5660-00-270-1510	Post, Fence 72"	Ea	12000
5660-00-270-1588	Post, Fence 24"	Ea	2500
5660-00-270-1589	Post, Fence 32"	Ea	2000
5660-00-921-5516	Barbed Tape	Ro	5000
8105-00-142-9345	Bag, Sand	Hd	336

Table D: Class IV Unit Basic Load

Re-supply of Class II/IV (barrier) is restricted. The CDR, 1st TSC or CDR, TAMMC must approve all requests above the push package.

Upon cessation of hostilities, unserviceable Class II/IV (barrier) stocks will be requisitioned by the deployed brigade. The TAMMC and AMC LSE Class II/IV managers will determine serviceability.

The deploying brigade will, during regeneration, place the Class II/IV package into the same configuration as received. The TAMMC Class II/IV manager will inspect the package prior to clearing the brigade.

Class V

The USNS Irwin has 15 DOS available. The TAMMC Accountable Officer will bulk issue the deploying Brigade's basic load to the Brigade Ammunition Officer from the USNS Irwin. The USNS Irwin stocks may be configured on palletized load systems depending on the availability of time.

The deploying Brigade's Division Ammunition Officer, or designated representative, must coordinate ammunition issues, establish accounts, and sign for the field ammunition supply point (FASP). Currently, several FASPs are available in the theater. Brigades using the Palletized Loading System (PLS) are encouraged to preposition flat racks at the earliest possible date to facilitate rapid issue. The Brigade may request a courtesy draw of screening ammunition on RSOI.

All peacetime regulations regarding safety and supply procedures will remain in effect. The Brigade will return all unused and expended ammunition to the ASP in accordance to directions given by TAMMC Ammunition Management Division. Under no circumstance will ammunition and explosives (A&E) or A & E residue be buried in the desert, thrown in the landfill, thrown in the Cannibalization Point Scrap yard or shipped back to home station to avoid being turned-in to the Ammunition Supply Point (ASP).

The BCT provides as a minimum a 25-soldier detail during both RSOI and REGEN 0 through REGEN 5 to assist draw and turn-in. Recommended composition of the detail is one SSG, two SGTs and 22 SPC/PVTs. This detail will work for the brigade ammunition officer or his designated representative, who will, in turn, receive direction and guidance from the Chief, AMD and Chief, QASAS. Detail personnel will have gloves and are not allowed to bring weapons into the ASP. The Brigade must provide support to their soldiers while working at the ASP (meals, water, and transportation). During REGEN, half of the detail will work in the salvage yard and the other half will work in the surveillance workshop.

Class V Issue

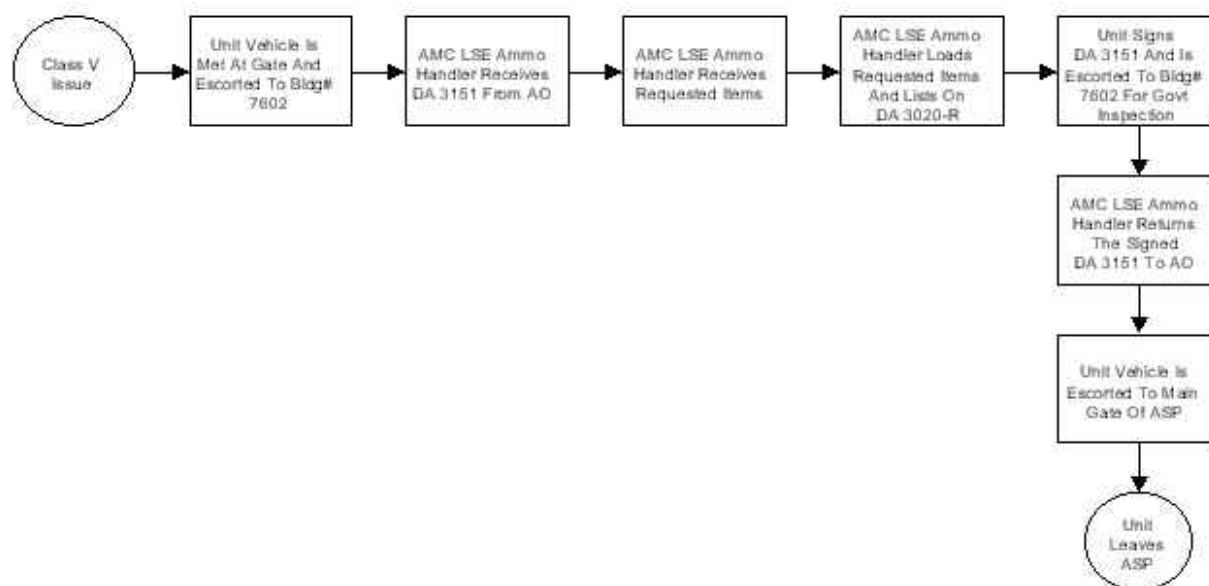


Figure 3-2

The DA Form 5811-R (Certificate-Lost or Damaged, Class V Ammunition Items) when initiated by units for the purpose of residue shortages will be signed by the first Lieutenant Colonel in that unit's chain of command. QASAS personnel are the sole individuals at the ASP authorized to make the determination that damage to live ammunition is from other than fair wear and tear.

Turn-in appointments will be made at the time of issue. If not possible, turn-in appointments will be made with the AMD Stock Control Office at least one day in advance of the desired turn-in date. A courtesy turn-in is available during live-fire week if coordinated with the ASP in advance.

The BCT will conduct a 100% inspection of all residue prior to turning it in to the ASP and transporting it to the salvage yard. The BCT will conduct another 100% inspection of the residue at the salvage yard as it is being unloaded.

Ammunition must be returned in its proper container. For example, if Class V was issued in ammo cans, it will be returned in ammo cans. Ammo cans and other Class V dunnage may be sub-hand receipted from the ASP.

Class V (Training Mines). The Brigade will return all training mines back to the DSA and configure the mines IAW the ship's load plan. The Brigade must reimburse the IRCOM G3 for all lost mines.

Class VI

The BCT deploys with 30 DOS. Army and Air Force Exchange Service (AAFES) have established an Army Exchange (PX) and other services in the Rotational Unit Bivouac Area (RUBA).

Class VII

As part of the Reception, Staging, Onward Movement, and Integration initiative, the desired endstate of the Pre-positioned Equipment Fleet is to replicate an Army Pre-positioned Set (APS) equipment fleet. The only equipment that may be transported to the NTC will be that designated as not Authorized to Pre-position (NAP) and To Accompany Troops (TAT). Comparative rail car support will be authorized/resourced to replicate strategic airlift. Equipment listed below in Table E is what is offered a BCT for draw. Amounts and types of equipment available may fluctuate, depending on operational status and equipment on hand. The BCT will be given updates of equipment availability throughout the planning sequence. The NTC DCL/TSC will provide this data to the unit during the planning sequence at the LTP and during Grid Set Coordination Meetings at the unit home station.

The BCT cannot specify configuration of HMMWV's. The BCT can configure HMMWV's after acceptance, but must reconfigure the HMMWV's back into their original configuration before turning them back in.

The BCT must certify, by memorandum, that subordinate units drawing mine plows and M93 "Fox" vehicles, are trained and qualified to operate them. The deploying Brigade will submit this memorandum to the TAMMC Plans Officer (NTC MMC Plans Division), building 500, ATTN: The USNS Irwin Equipment Manager.

D7 dozers, SEEs and Fox vehicles are low-density items. Once off-loaded, the operational rates (OR) may be lower than expected, resulting in the Brigade not receiving the quantity expected. Theater will keep the deploying Brigade informed of the OR status for these items.

The Kitchen, Field Trailer Mounted, provided from the USNS Irwin, is the MKT-85, NSN: 7360-01-214-1176. IAW Technical Manual (TM) 10-7360-206-13, the MKT-85 is

provided with only the Components of End Items (COEI) indicated with usable code "DZE." All other COEI or Additional Authorized Items (AAI) items desired must be brought as To Accompany Troops (TAT).

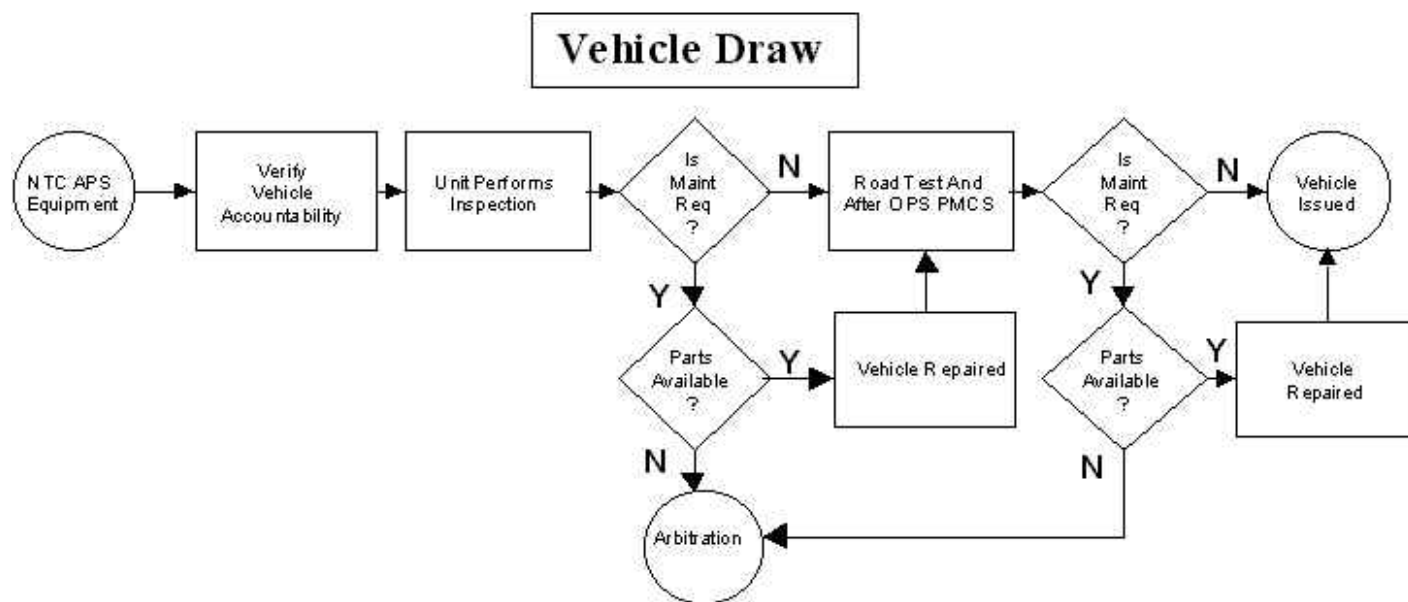


Figure 3-3 See also [RSO&I Checklist](#)

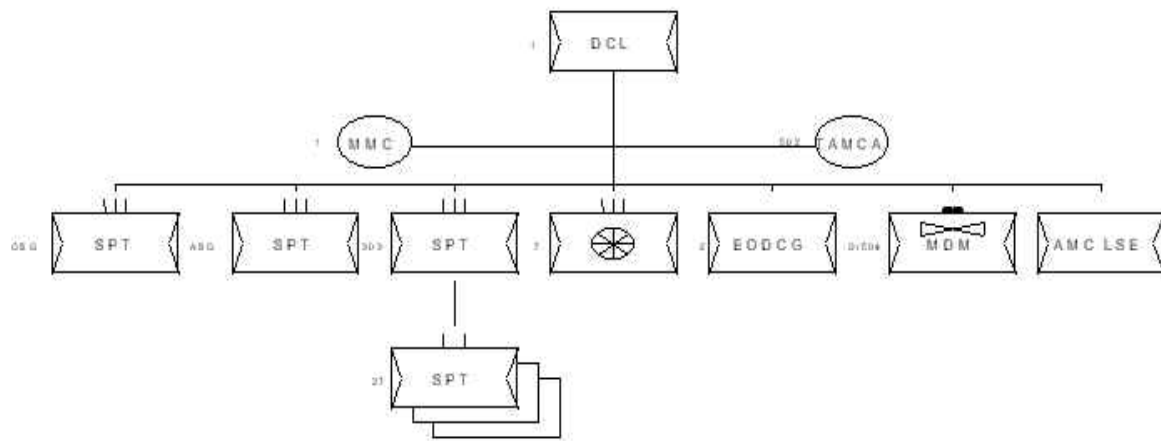


Figure 1-1: TSC Task Organization

COMMO Issue

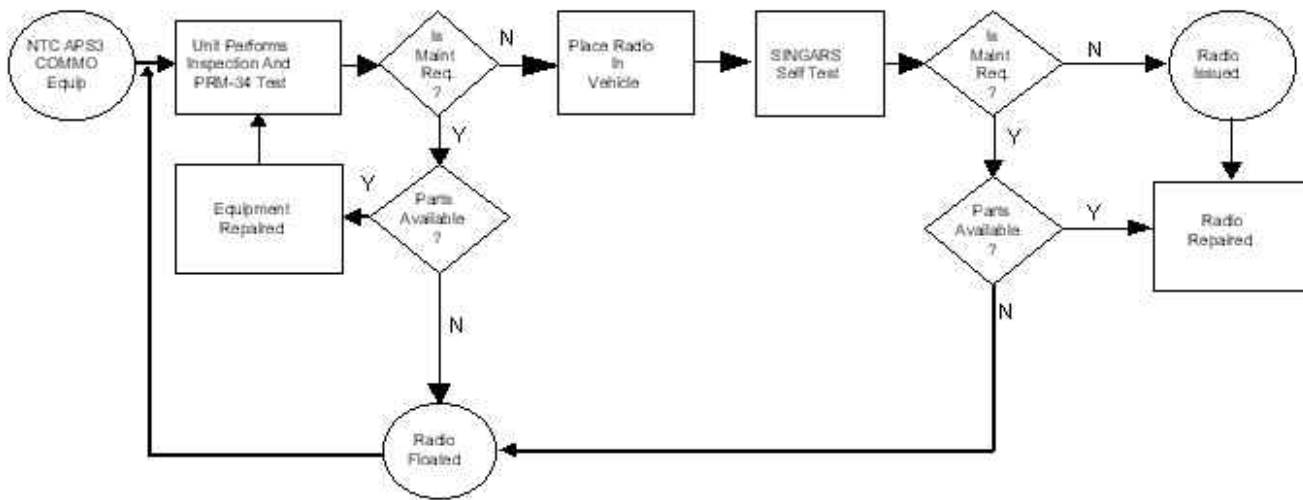


Figure 3-6

Commo Turn In

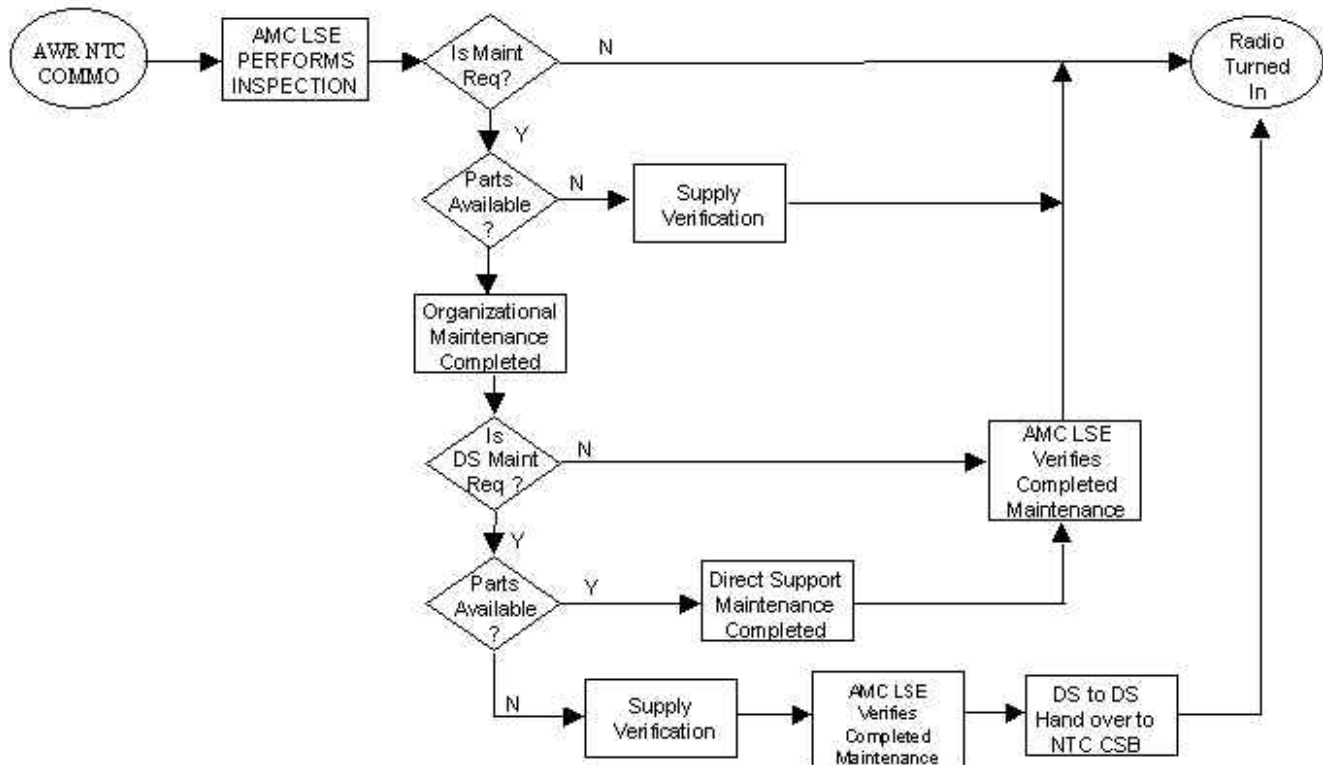


Figure 3-7

Proposition Equipment Offer		OFFER
		PER
LIN	NOUN	FLEET
A70349	NIGHT VIS SIGHT SET AN/UAS-12B	20
B71632	BLADE MINE CLEARING TNK MTD M1	12
B83002	BED CARGO DEMOUNT (PLS) M1077	48
C10908	CARRIER AMMO (CATV) M992	18
C10990	CARR, MORTAR 120MM M1064/M1064A3	12
C12155	CARR PERS, FIRE SPT M981/A3	18
C12815	CARR SMOKE GENERATOR M1059/A3	7
C18234	CARRIER PERSONNEL M113A3 (D12087)	69
C20414	BRIDGE VEH LAUNCH 60FT SPAN	8
C36151	CRANE WHEEL MTD, 7 1/2T	2
C84541	CONTAINER REFER 8X8X20	4
D11049	CARR CGO 6TN M548	4

D11538	CARRIER CMD POST, M577A2/A3	43
D11538	CARR CMD PST, M577A2/A3 W/LIN: J32997 (MSE)	6
D11538	CARR CMD PST, M577A2/A3 W/IFSAS INST KITS	6
F40375	FIGHTING VEH, IFV M2 (J81750)	58
F40375	FIGHTING VEH, IFV M2 (STINGER)	9
G42170	GEN SET TM 10KW ON M116A2 PU-798	3
H57642	HOWITZER, MED (PALADIN) M109A6	18
J35492	GEN SET DSL, 15KW TM PU-405A/M	5
J35813	GEN SET DSL, 5KW AC MEP-002A	9
J35825	GEN SET DSL, 10KW AC SKD MEP-003A	2
J36109	GEN ST DSL ENG; 30KW MEP-005A	3
J36383	GEN SET DSL, 30KW AC TM PU-406	3
L28351	KITCHEN FLD TRLR	20
L43664	LAUNCHER BRIDGE, M60 CHASS	8
L76556	LOADER SCOOP, 2-1/2CU YD	2
L91701	MG, 50 CAL FIXED M2	58
L91975	MG, 50 CAL, M-2 GRD & VEH	148
L92352	MG, 7.62MM, FIXED M240	116

Table E: Pre-positioned Equipment Rotational Offer

		OFFER
		PER
LIN	NOUN	FLEET
M18157	MOUNTING KIT ROLLER MINE	6
M68405	MORTAR 120 MILLEMMETER M121	12
M75577	MT TRIPOD, MG, 50 CAL M3	69
M92420	MG, 7.62MM FIXED M240C	58
P27819	PWR PLNT 30KW W/DIST BOX MJQ-10	1
P28015	PWR PLANT EL TM 10KW AC AN.MJQ-18	1
P28075	POWER PLANT EL, MJQ-15	1
R11006	ROLLER MINE CLEARING TNK MTD	4

R11154	RAMP LOAD VEH	1
R50681	RECOVERY VEH MED, M88A1	22
S09989	SEMITRLR TANK POT WTR, 5000 GAL XM1098	6
S70027	SEMITRLR FB 22 1/2T M871/A1	30
S70517	SEMITRLR LOW BED, 25T M172/A1	5
S70594	SEMITRLR LOW BED 40 TON M878/A1	4
S70859	SEMITRAILER LOW BED 70 T HET M1000	3
S73372	SEMITRLR TANK, 5000GAL FS M969A1	22
S74832	SEMITRLR VAN, 6T M749/M750	3
S75175	SEMITRLR VAN, 12T M129A3	8
T13168	TANK COMBAT FULL TRACK M1A1	58
T34437	TRCTR WHEELED, EXC &FRT LDR (SEE)	5
T38844	TRK AMB, 4 LTTR HMMWV M997	9
T39518	TRK CGO, 10T HEMMT W/W LT CR M977	6
T39586	TRK CGO, 10T HEMMT MED CR M985	4
T39654	TRK CGO, 10T HEMMT W/W MD CR M985	2
T40999	TRUCK CARGO HEAVY M1075 (PLS)	3
T41067	TRUCK CARGO, HVY M1074 (PLS) W/MHE	18
T48944	TRK LFT FORK, 6K RT AMMO	10
T49119	TRK LFT FORK, 10K RT M10A	2
T49255	TRK LFT FORK, 4K RT M4K	4
T58161	TRK TANK, 2500G HEMMT W/W FS M978	4
T59048	TRK, TRACTOR HET 70TN M1070	3
T59278	TRK CGO, 10T HEMMT LT CR M977	20
T61494	TRK UTIL, 5/4T HMMWV M998	220
T61494	TRK UTIL, 5/4T HMMWV M998 (W/STRINGER RACK)	10
T61562	TRK UTIL, 5/4T W/W HMMWV M1038	24

Table E (continued): Pre-positioned Equipment Rotational Offer

		OFFER
		PER
LIN	NOUN	FLEET
T63093	TRK WRKR, 10T HEMMT M984/A1	5

T87243	TRK TANK, FS 2500G HEMMT M978	25
T91656	TR, TRCTOR, LET M916 W/W	4
T92242	TRK UTIL, ARMT 5/4T HMMWV M1025	16
T92242	TRK UTIL, ARMT 5/4T HMMWV M1025 (SCOUT)	10
T92310	TRK UTIL, ARMT 5/4T W/W HMWV M1026	11
T92310	TRK UTIL, ARMT 5/4T W/W HMWV M1026 (SCOUT)	10
T93761	TRAILER PALLETIZED (PLS) M1076	3
V12141	TANK & PUMP UNIT TRK MTD 1800	10
W76816	TRACTOR FT D7 W/W	2
W83529	TRCTR, TRACK W/BULDOZ W/SCARIF RIP	2
W95537	TRLR CGO, 3/4T M101/A1/A2	22
W95811	TRLR CGO, 1-1/2T M105/A1/A2	100
W98825	TRLR TANK, WATER 400GAL M149/A1/A2	40
X40009	TRK CGO, 2-1/2TM35A2	112
X40077	TRK CGO, 2 1/2T DSM35A2C	5
X40146	TRK CGO, 2-1/2T W/W M35A2	29
X40283	TRK CGO, 2 1/2T XLWBM36A2	1
X40794	TRK CGO, 5T DS M54/M813/M923	47
X40831	TRK CGO, 5 TN LWB M54/M813/M924	4
X40931	TRK CGO, 5T DS W/W M54/M813/M925	8
X40968	TRK CGO, 5TN LWB W/W M54/M813/M926	3
X43708	TRK DUMP, 5T M51/M817/M929	4
X59326	TRK TRCTR, 5T M52/M818/M931	59
X59463	TRK TRCTR, 5T W/W M52/M818/M932	5
X62237	TRK VAN, EXP 5T M820/M934	4
X62340	TRK VAN SHOP 2 1/2T M109A3	14
X63299	TRK WRKR, 5T M543/M816/M936	6
Z93144	RECON SYS NUCLEAR BIO CHEM (XM93)	1

Table E (continued): Pre-positioned Equipment Rotational Offer

Class VIII

The BCT deploys with 15 DOS. Class VIII equipment is not available on the USNS Irwin. IRCOM Medical Department Activity (MEDDAC) does not have narcotics available. HNS can provide emergency resupply of certain Class VIII items; however, HNS will probably provide similar, not specific medical replenishment. Storage and refrigeration is not available in theater. Deploying Brigade will turn in all captured enemy medical supplies to the IRCOM MEDDAC Medical Supply Officer (MSO) at building 176, DSN 470-3629/3741.

Blood (simulated): Blood is available in theater. Medical units will be pushed 30 units (25 O+ and 5 O-) on D-1. Units will submit blood reports daily to the DTOC.

Credentials: The physician or physician assistant that remains in the Division Support Area (DSA) will have credentials check to work in the IRCOM MEDDAC emergency room. This person must contact their local hospital credentials office to have a transfer brief sent to IRCOM MEDDAC.

Class IX

The BCT draws and uses the Standard Army Retail Supply System-Objective (SARSS-O) with the Materiel Release Order Control System (MROCS). Manual requisitions through the main ASL (A-DSU) are not authorized for any reason. Units desiring to do a "Walk-Thru" will use the automated system (ULLS-G or SAMS) to generate the request. All requisitions and turn-ins will go through the forward DSU. The FSB Class IX DSU will use tactical communication (TTA or CAISI) as primary mode of transferring data to the supporting SARSS2A. The MSB/FSB must establish a warehouse team at the IMMC Main ASL (A-DSU) capable of receipting, packaging, and shipping parts from 0700 to 2300 daily (suggested size is 10 soldiers). The MSB/FSB is responsible for transporting the BCT's repairs parts from the IMMC Main ASL (A DSU) warehouse to the FSB Class IX DSU and other forward Class IX distribution points. All unserviceable repairable exchange (RX) items will be turned-in to the forward DSU within 48 hours. The forward DSU will retrograde all unserviceable items to IMMC Main (A DSU) warehouse within 24 hours. The rotation must establish and adequately man a Materiel Management Center (located in a 5-Ton expando van next to building 867). They will work all Class IX (and other missions as required) issues for the rotation and be the primary interface between the rotation and the NTC MMC.

The BCT's logistics representative provides the IMMC LST the following information at the daily logistics meeting.

- A listing of all open requisitions affecting critical combat systems.
- Disk and hard copy of the daily C-026 report used during the BCT maintenance meeting.
- Key issues from the daily BCT maintenance meeting that potentially impact operational readiness rates and combat power.

The BCT will process all critical combat system and combat support equipment Non-Stockage List (NSL) Class IX requests through the AMMC LST cell officer for all high priority call-ins processing.

Local purchase: Identify repair part requirements for low-density equipment such as the D7 bulldozer, forklift, M916, etc. to the LST cell. The IMMC LST cell has an approved list of local vendors and will facilitate your request.

The BCT is prohibited from bringing any Class IX (except for aviation peculiar Class IX) into the theater. Exceptions (for unique items) must be coordinated through and approved by the IMMC-LST Class IX Officer.

Repairable exchange (RX) is on a one for one basis at the AMC LSE Repair Exchange Activity (RXA). NSNs will be frozen if excessive unserviceable items are due in from the deployed Brigade.

Key logistics representatives from the deployed Brigade must meet with the TAMMC Logistics Support Team (LST) cell on a daily basis to exchange critical logistical information.

The deployed Brigade will process all critical combat system and combat support equipment Non-Stockage List (NSL) Class IX requests through the TAMMC LST cell officer for all high priority call-ins processing.

PLL and ASL Draw

The USNS Irwin has a Prescribed Load List (PLL) for each company set aboard except for the MSB (-), MET Section and White Cell equipment. 15 DOS are available for each company. Each company PLL is uploaded on either a 2 1/2 or 5T truck in a specially designed conex. Units will sign for the PLL from AMC LSE. Prior to deployment, each unit will receive a listing of company DODAACs. The unit will return the sheet to Theater Support command with unit names filled in for each DODAACs. ([see table F](#))

The USNS Irwin has an ASL for the BCT equipment. The 31st Maintenance Company, 27th CSB, will hand off the ASL to the Brigade's FSB. The ASL consists of approximately 530 lines. The ASL is uploaded on four (4) repair parts vans and four (4) 871 trailers. Prime movers are available on the USNS Irwin. The ASL is prepositioned at VIC NV 2911005. [See figure 3-8.](#)

PLL TURN-IN PROCEDURES.

BCT ULLS-G PLL clerks must attend the TSC Class IX/ULLS-G meeting scheduled for REGEN 0 at 0830 hours at K-span 5 in the RUFMA. The PLL inventory and ULLS-G transfer process is performed jointly between the BCT PLL clerk and the AMC LSE representative. This process will only be performed once all vehicles have been turned-in for each particular unit set. The PLL M35 and M105 will be the last vehicle turned-in. The BCT ULLS-G / PLL clerk will notify the BCT CSSAMO to schedule the PLL inventory and ULLS-G transfer.

ASL turn-in procedures

The BCT will position the ASL in the RUFMA by REGEN 1, and continue Class IX support during regeneration. The ASL will remain with the rotational DSU until completion of regeneration. Upon completion of regeneration position the ASL in the designated holding areas vicinity of building 879. All serviceable major assemblies must be returned to the ASL. Prepare for joint location survey and 100% inventory. Preparations include: Replenishments, clean up, location accuracy check, ensuring serviceability of assets, and initial IAR processing. Begin the joint location survey and 100% inventory of the ASL with 31ST Maintenance Company (GS). Perform maintenance as required on the ASL vans to meet FMC standards required for turn-in. Upon completion of the 100% inventory, complete an IAR. The IAR must be given to the TSC Class IX Accountable

Officer prior to clearing Irwin Military City. A rotational responsible officer, FSB commander, and/or DISCOM/Brigade commander must sign the IAR.

UIC/DODAC'S are assigned by fleets as shown in Table F.

COMPANY	DODAAC	UIC	Actual unit names
ARM A CO	W90TU9	W4E6A2	
ARM B CO	W90TWA	W4E6B2	
ARM C CO	W90TWB	W4E6C2	
ARM D CO	W90TWC	W4E6D2	
ARM HHC	W90TU8	W4E61H2	
BDE HHC	W90TU3	W4E6BH	
DIV TRP ADA	W90TWD	W4E6BA	
DIV TRP CHEM	W90TWE	W4E6BT	
DIV TRP MI	W90TWF	W4E6MI	
DIV TRP MP	W90TWG	W4E6BP	
DIV TRP SIG	W90TWH	W4E6BS	
ENG A CO	W90TWK	W4E6A5	
ENG B CO	W90TWL	W4E6B5	
ENG CSS	W90BX3	W4E6BD	
ENG HHC	W90TWJ	W4E6H5	
FA A BTY	W90TWM	W4E6A3	
FA B BTY	W90TWN	W4E6B3	
FA C BTY	W90TWP	W4E6C3	
FA HHB	W800AU	W4E6H3	
FA SVC BTY	W800AP	W4E6S3	
FSB B CO	W90TWR	W4E6B4	
FSB C CO	W90TWT	W4E6C4	
FSB HHC/A CO	W80DHN	W4E6A4	
INF A CO	W90TWU	W4E6AI	
INF B CO	W90TWW	W4E6BI	
INF C CO	W90TWX	W4E6CI	
INF D CO	W90TWY	W4E6DI	
INF HHC	W90BYA	W4E6HI	
MSB/DMMC (ULLS)	W800AH	W4E6BM	
MSB/DMMC (SAMS)	W90BX4	WDSBLU	
ATK HEL BTN, HHC	W90TU4	W4E6F0	
LT INF HHC	W90BX8	W4E6F1	
LT INF A CO	W90TU5	W4E6F2	
LT INF B CO	W90TU6	W4E6F3	
LT INF C CO	W90TU7	W4E6F4	
EXTRA 1	W800AT	W4E6E6	
EXTRA 2	W800AM	W4E6E7	
EXTRA 3	W800AN	W4E6E8	
EXTRA 4	W80RD8	W4E6E9	
EXTRA 5	W80RX8	W4E6E0	

Table F Example Fleet Rotational DODAACs

PLL Turn-in

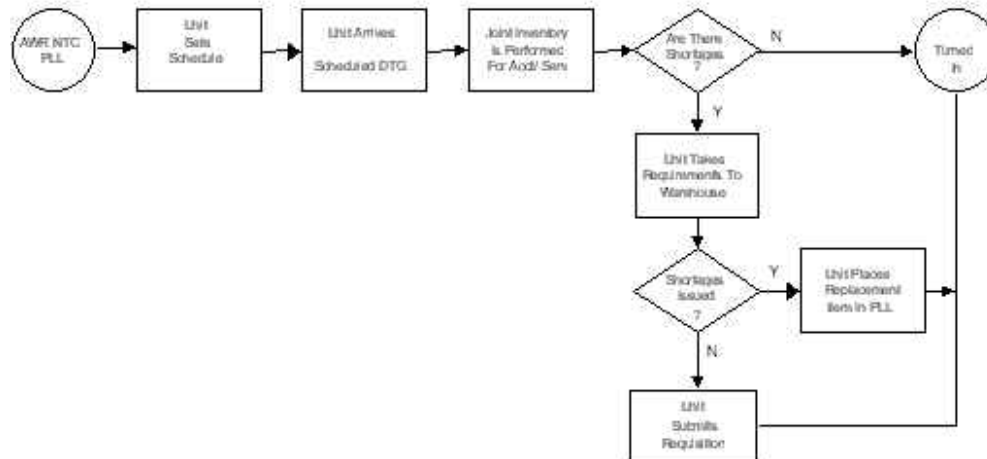


Figure 3-8

Chapter 4

Transportation

General

The mission of the NTC Movement Control Company (MCC) is to provide world-class movement control support to the Army's National Training Center at Fort Irwin, CA. The MCC is the controlling agency for the movements of units deploying to and from Fort Irwin, to include operations at designated airheads and railheads. The MCC ensures all movements are performed in accordance with established plans, procedures, Federal and State Laws.

Personnel, vehicles and equipment are prepared for the move by the deploying unit prior to deployment/redeployment. The responsibility for procedural conformity rests primarily with the rotational unit. The MCC will manage and supervise operations with the full cooperation of the rotational unit.

The MCC Rail Section is located 35 miles south of Fort Irwin at the Marine Corps Logistics Base Yermo Annex outside Barstow, CA. The Air Section is located 75 miles Southwest of Fort Irwin at the Southern California Logistics Airport (SCLA) outside Victorville, CA. The Surface Section located on 5TH Street at Fort Irwin in the MCC building (Building 828), near the "dustbowl".

The MCC supports all units arriving/departing from the NTC via plane, bus, truck, convoy, or train. Units supported include the primary rotation Brigade Combat Team (BLUEFOR); slice elements augmenting the BLUEFOR brigade; slice elements augmenting the OPFOR regiment; Reserve Component units conducting Annual Training (AT) on the Fort Irwin installation; Observer/Controller (OC) augmentee units; and any permanent party or civilian organizations stationed at Fort Irwin. The MCC supports each individual unit movement plan developed by each customer unit.

Key Phone Numbers

- MCC CommanderCommercial: (760)380-4978DSN: 470-4978
- MCC 1SG Commercial: (760)380-4440DSN: 470-4440
- Surface Section NCOICCommercial: (760)380-4977DSN: 470-4977
- Surface Section BusCommercial: (760)380-4159DSN: 470-4159
- Surface Section FaxCommercial: (760)380-4260DSN: 470-4260
- Rail Section NCOICCommercial: (760)577-7019DSN: 282-7019
- Rail SectionCommercial: (760)577-7430DSN: 282-7430
- Rail Section FaxCommercial: (760)577-7425DSN: 282-7425

- Air Section NCOICCommercial: (760)246-7023DSN: 470-7023
- Air SectionCommercial: (760)246-7065DSN: 470-7065
- Air Section FaxCommercial: (760)246-7114DSN: Not available
- ITOCommercial: (760)380-3816 DSN: 470-3816
- Freight BranchCommercial: (760)380-3830/3827/3828/3829

DSN: 470-3830/3827/3828/3829 FAX: 470-5617

- Rail InspectorsCommercial: (760)577-7012/7516

DSN: 282-7012/7516 FAX: 282-7488/7425

Hazardous Material Shipment

Vehicles involved in rail operations moving between Fort Irwin and Yermo must travel over state and county roads. Such vehicles are subject to all requirements of 49 CFR to include the proper completion of DD Form 836 (Shipping Paper and Emergency Response Information of Hazardous Materials Transported by Government Vehicles). All HAZMAT transported on roads, by train, and by air in and around the Mojave Theater must be properly packaged, documented, and certified by qualified HAZMAT personnel. Fort Irwin is an open post making all roads in and around the post subject to State and Federal HAZMAT transportation rules, regulations, fines, and penalties. Penalties range up to \$25,000.00 per offense, per incident, with associated jail time for extreme offenses. Army installations are monitored by Federal Agencies for compliance and individual commanders have been levied up to \$100,000.00 in fines. The penalties can not be placed against Department of Defense organizations, (such as Department of the Army or particular units within the Army). Fines and penalties can only be placed against individuals, meaning the individual in violation bears the penalties personally with no financial backing from the unit or the Army overall. **Commanders must insure that they have properly certified HAZMAT personnel in their units if they are going to direct the shipment of hazardous materials.**

The NTC MCC will assist units in identifying HAZMAT shipments through the inspections of unit equipment. However, responsibility for the proper shipment and certification of HAZMAT resides with the shipping unit. Units can receive assistance from [HAZCO](#), located on the south side of the RUFMA at Fort Irwin, concerning the proper disposition of HAZMAT in the Fort Irwin area. Note that the unit will reimburse HAZCO for all costs incurred by HAZCO while supporting the unit with HAZMAT handling equipment. Hazardous air cargo shipments must be documented using a "Shippers Declaration of Dangerous Goods." Hazardous surface cargo shipments must be documented using the DD Form 836, Shipping Papers and Emergency Response Information for Hazardous Material transported by government vehicles. Spill kits must be on hand with the first downloaded equipment to include 6 mil visqueen.

Property Damage Claims

Commercial carriers may be found liable for property damaged while in transit if that damage was incurred solely as a result of their negligence. The following are steps which units can take to facilitate the Freight Branch in the Transportation Discrepancy Reporting (TDR) process:

- Ensure they have good original inventories from home station dated the day of departure of the vehicles that validate shipment of each item. Unit should keep one copy and provide a copy to their origin ITO.
- Conduct a joint inspection of their vehicle(s) with the commercial carrier at the time of pick-up, noting the general condition of the military vehicle(s) as well as any deficiencies.
- At the delivery point prior to unload of the military vehicle(s) from the commercial carrier's equipment, unit rep should review the pre-shipment condition report noting any damage/pilferage which may have occurred in transit. Note any deficiencies on the front page of the government bill of lading (GBL) accompanying the shipment and be sure to have the commercial truck driver sign the damage statement. This is an essential piece of evidence in the adjudication process.
- A Freight Branch representative should be called to the scene to take photos of a discrepancy. These photos will be used in the claims submission process.
- Unit must then complete a DD form 2404, Equipment Inspection and Maintenance Worksheet, noting any damage/missing items by Nomenclature, NSN, Cost of Repair/Replacement, and Cost of Man-hours required to repair the damage incurred. Unit will also submit a Serious Incident Report (SIR) and sworn statements if applicable.
- ITO Freight Branch will amass the above data along with police reports, if applicable, and submit a DD form 364 (Transportation Discrepancy Report) to Defense Finance and Accounting Service (DFAS) to an effort to go against the carrier for claim costs. Unit will be required to provide the ITO Freight Branch with a fund citation that DFAS can credit with any monies recovered from the commercial carrier when and if they are found liable. Be forewarned, the entire claims process from submission to final adjudication can take years to complete.

Redeployment Coordination Meeting

A redeployment coordination meeting will be held at Bldg. 828, MCC office at 1000 hr (D-1). The Brigade Executive Officer (XO), Logistics Officer (S-4), Assistant S-4, S-1, Aviation Battalion XO, Rail OIC/NCOIC and OPFOR Augmentee representatives must attend this meeting. Units will identify and coordinate all their transportation requirements, including airborne operations, with the MCC/ ITO at this meeting. Any changes must be brought to the attention of the NTC MCC and the Fort Irwin ITO as soon as possible.

Air Operations

General

Southern California Logistics Airport (SCLA) is the primary Airhead for the NTC operations at the present time. SCIA is capable of handling all Joint Airborne/Air Transportability Training (JA/ATT), Commercial Air Missions (CAMs) and Special Assignment Airlift Missions (SAAMs). World Service West (WSW) are civilian contractors who handle all Material Handling Equipment (MHE) that supports all normal operations, capable of loading/off loading JA/ATT and SAAM missions. The MCC Air Section has portable scales, air-load planning computers with Automated Air Load Planning System (AALPS) and the Computerized Air-load Module (CALM 5.3) as a backup for the customer unit. 463L pallets and net sets are

available upon request for redeployment from SCIA to the home station.

The airfield itself has the space to support all brigade airflow requirements, including civilian and military fixed-wing aircraft and rotary wing aircraft. The MCC Air Section is responsible for the coordination and control of all Army operations at the NTC's airhead. Rotational units will comply with guidance and instructions provided by the MCC personnel whom can be identified by MCC armbands with the NTC unit patch.

Responsibilities

1. The unit must provide the following:

(1) OIC or NCOIC as liaison during operations at APOD/APOE.

(1) Certified HAZMAT personnel.

(1) Certified Air-load Planner.

(1) Automation system with AALPS/CALM 5.3 installed for airhead planning (if needed).

*(1) Approved memorandum for hanger space (if applicable) from the Ft Irwin G-3.

(1) Government issued credit card (to purchase fuel from WSW).

(47) Personnel baggage detail with an NCOIC.

(5) SSG and above to assist with loading the aircraft (Pushers).

(5) Copies of manifest with personnel weight for commercial flights.

(9) Copies of manifest with personnel weight for military flights.

* Rotational unit must provide all cleaning and toiletry supplies if utilizing hanger space at SCLA. Prior to clearing the building on departure, the customer unit must return all facilities to the condition they were in prior to the unit assuming control of the building. A final joint inspection, with the NTC MCC Air Section personnel, will be conducted prior to the unit task force clearing the building and the NTC.

2. Civilian contracted service has replaced all TALCE operations at SCIA. They can provide:

- K- loaders that can service C-130s, C-141s, C-17s, KC-10s, and C-5s.
- Forklifts to maneuver palletized loads.
- Limited maintenance to support air cargo vehicles that need minor maintenance to insure mission accomplishments.
- Washrack facilities, yard-dog bobtail tractors to tow rotary-wing, stair trucks for passenger loading and unloading.

All requests for support from contracted services, minus fuel, will flow to them through the MCC Air Section. Fuel is coordinated directly between the using unit and the contracted service. To purchase fuel, rotational unit will provide a government credit card. The commercial number for contract service is (760) 246-7794. Contract service MHE will remove pallets from the military aircraft and move them to a designated off-load area. All pallets will be broken down on site in preparation for highway transport. The incoming unit will designate a crew of fifteen (15) personnel to perform this task. Once loading is complete and the empty pallets are secured, the baggage carriers will proceed to Fort Irwin BLDG 828.

Pre-deployment

The rotational unit will initiate contact for coordination with the MCC through the TSC SPO NLT D-90. The BCT must provide the MCC finalized air movement plans and a detailed sequence of events NLT 14 days prior to the deployment.

Air movement planning personnel must allow two (2) hour intervals between arriving / departing commercial aircraft. This will allow for expeditious processing of personnel and baggage. Understand that inbound unit moves and outbound unit moves may coincide with each other.

FAA and Military Regulation 55-355 requires that all weapons must be transported without magazines/clips. All crew served weapons must be crated and stored in the cargo hold of the aircraft. Upon arrival at the designated airhead, the MCC will assume responsibility for ensuring the smooth and timely movement of the units and their equipment.

Deployment

Commercial Flights

For Commercial Air Missions (CAMs), all changes to transportation information must be forwarded to the MCC at DSN: 470-4159 or Commercial (760) 380-4159, Fax DSN: 470-4260 or Commercial (760) 380-4260. Home station airfields should be provided these numbers and directed to inform the unit personnel and the MCC personnel at SCIA of any schedule changes. Troop commanders should also have these numbers in case their flights are delayed or diverted en route. Once aircraft arrive at SCIA, the Troop Commander will give two (2) copies of the manifest to the MCC personnel.

Military Flights

It is the unit's responsibility to provide all military load plans for each load. The unit must have a Certified Air Load Planner on the ground with the cargo to meet with the loadmaster of each aircraft. Load plan(s) for JA/ATT missions and Shippers Declaration of Hazardous Goods must be submitted to the MCC Air Section forty-eight (48) hours prior to mission departure. This allows time to coordinate with the contracted service for all out load support requirements.

Redeployment

Commercial Flights

The unit will conduct its manifesting process of their personnel, baggage and equipment, for air movement while in the NTC staging area in the vicinity of the MCC BLDG 828. A baggage detail of forty-seven (47) personnel will arrive four (4) hours prior to departure and load the aircraft. Once the unit arrives at SCIA, the Flight Commander will give the MCC Air Section three (3) copies of the manifest. MCC Air Section personnel will escort the busses to the plane. No one will unload from the busses until directed by the MCC. An E-7 or above must be designated to check all busses after they have been downloaded. One person from the unit will be designated to count personnel as they board the aircraft. The Flight Commander and the MCC Air Section will verify and agree on the personnel count before the plane departs SCLA. If there is an unforeseeable delay personnel will be downloaded into an available hanger until the flight is ready to load. It is the unit's responsibility to provide life support to the soldiers at SCLA. Before everyone is loaded on the planes the hanger must be cleaned by the occupying unit and cleared by an MCC Air Section representative.

VIPs traveling to SCLA in vans or sedans must also be coordinated with the MCC for each flight. In this way, the MCC Air Section and Surface Section are aware of the plans and planned manifest counts.

Baggage Handling

When the baggage trucks arrive at the airfield, the MCC Air Section will spot them at the appropriate aircraft. When the baggage detail of forty-seven (47) arrive at SCIA, the MCC Air Section will spot the detail at the appropriate aircraft and will begin loading. An NCOIC must be assigned to the baggage detail to maintain command and control. Once all bags have been loaded onto the aircraft, one individual from the baggage detail will monitor the baggage compartment opening until the compartment is sealed.

Main Body Soldiers

These are the rules for the flight line:

- No soft caps on the flight line.
- No running on the flight line.
- No eating on the flight line.
- No smoking on the flight line.
- No formations on the flight line.
- Soldiers must maintain a single file formation at all times.
- Soldiers may not walk under plane wing areas for any reason.

When instructed to board the aircraft, all personnel with weapons must use extreme caution when carrying their weapons onto the aircraft. All hand carried weapons must be stowed flat on the floor of the aircraft. No hand carried weapons will be stowed in the overhead cabin storage compartments. All weapons must be hand carried onto the aircraft. No weapons will be slung over the body when boarding aircraft.

Military Flights

JA/ATT / SAAM Missions

It is the unit's responsibility to provide all military load plans for each load. The unit must have a Certified Air Load Planner on the ground with the cargo to meet with the loadmaster of each aircraft. Load plan(s) for JA/ATT missions and Shippers Declaration of Hazardous Goods must be submitted to the MCC Air Section forty-eight (48) hours prior to mission departure. This allows time to coordinate with WSW for all out load support requirements.

RAIL OPERATIONS

The primary NTC railhead is located at the Yermo Annex, Marine Corps Logistical Base (MCLB), bldg. 557, 35 miles south of Fort Irwin. The United States Marine Corps owns the Yermo Railhead. The army rotates many units in and out of the Yermo railhead. The MCC is the area supervisor for the Marine Corps concerning operations at Yermo. The MCC Reds Hats (Rail Section) specify all guidelines to be followed by the rotational units when conducting operations at Yermo railhead.

The Defense Logistics Agency (DLA) owns and operates cranes, Rough Terrain Container Handlers (RTCHs) and forklifts at the Yermo railhead to facilitate upload and download operations. Crane use is obtained by units asking the MCC Red Hats for lift, or by the Red Hats generating the request for lift. The lift assets present at Yermo can lift anything that can arrive by rail on and off the railcars at Yermo. However, there is no military or government lift capability available at Fort Irwin. Lifting things off trucks at Fort Irwin is a unit challenge accomplished by lift brought from home station, and lift signed for from the PREPO fleet or contracted out.

Rail Move Request.

Units will request rail movement from their home station ITO. Each move is bid to the rail industry as a door-to-door move (from origin to destination). If the destination for cargo on trains due in the NTC is listed as the railhead at Yermo, the rail industry will drop the trains on the Yermo interchange and be done with them. If the destination for cargo on trains due in the NTC is listed at the dustbowl area of Fort Irwin, the rail industry will transport the equipment to Yermo and then subcontract the remainder of any required intermodal move onto Fort Irwin to a commercial trucking company.

The GBL (Government Bill of Lading) for the train will reflect that an intermodal carrier has been contracted to provide intermodal service, (using

bobtails trucks, flatbed trucks, lowboy trucks, commercial Heavy Equipment Transporter (HET), or a combination of all of the above), and if so, which pieces by type have the intermodal move lined up for them. When Reserve Component Theatre Opening Force Module (TOFM) units arrive to support the rotational units, all the intermodal equipment will be moved by the TOFM unit using their transportation assets, therefore commercial intermodal is not required.

Delivery Dates.

The BCT must tell the ITO to ensure that the all inbound GBLs list a Required Delivery Date (RDD) rather than the Desired Delivery Date (DDD). The CONUS Freight Management (CFM) Computer System automatically puts a DDD on the GBL unless the RDD is input. An RDD tells the commercial company these loads must arrive at destination by that particular date.

Delivery dates must coincide with the arrival of the unit's advance party. Units are advised to have a "NOT LATER THAN" or "NOT EARLIER THAN" delivery date established with their origin ITO which will guarantee that a unit representative will be able to meet the shipment when it arrives at Fort Irwin. Without "NOT EARLIER THAN" or "NOT LATER THAN" remarks on all GBLs, monetary penalties for time incurred by the commercial trucks while waiting will be assessed to that unit.

Prior to the departure of deployment rail and motor shipments from home station, origin ITO must provide the NTC ITO Freight Branch with the following documentation:

- Copies of the inbound rail and motor GBLs
- Copies of rail and motor return trip routings
- Copies of the authorization letters of fund citations to be utilized on return trip GBLs

Priority Rail Cars.

The rotational unit will designate no more than 5 railcars as "priority cars" with priority equipment that must be off-loaded before all others. This number is based on MCLB initial offload capability and the presence of the outbound rotational unit conducting loading operations for return to home station. It is recommended that origin ITOs place priority railcars at the front of the unit's first train. Priority equipment must be marked using the letter "P" in red, on both sides of each piece of equipment loaded.

Bad Order Rail Cars

Bad order railcars are railcars removed from the train en route due to mechanical or load shift situations. Bad order railcars are tracked by the Association of American Railroads (AAR), the Military Traffic Management Command (MTMC), and the NTC Freight Office based upon Military Tracking Service (MTX) and Rail Surveillance Service (RSS) placed on the train at home station.

When a train arrives at Yermo with fewer cars than it left with at home station, the MCC Rail Section or the Fort Irwin ITO Freight Rail Representatives will help identify which railcars with what equipment are missing. The railroad can then be contacted to get a report on the railcar's location, type, status, and arrival date at final destination.

Convoys from Yermo

Convoy Escorts with communications between the lead and trail vehicle must escort all convoys. The Rotational units are responsible for route reconnaissance of the tank trail.

Convoy Increments

Convoys between Yermo and Alvord Bridge will consist of no more than 40 vehicles. There is a mandatory 20-minute interval between all convoys. Once vehicles have crossed Alvord Bridge they may group together in any number and travel on the tank trail to Ft. Irwin. Oversize or overweight vehicles must travel under Manix overpass. An MCC Red Hat will supervise all Manix crossings.

Convoy Routes

The primary route for all wheeled vehicles to Fort Irwin is via the Manix Tank Trail. This route goes West out Gate 8, North on Daggett-Yermo Road to the first intersection, East on Yermo Road to the Manix underpass or the Alvord Bridge, and then North up the Manix Tank Trail to Fort Irwin.

The NTC TSC Commander is the approval authority for all exceptions for travel to Fort Irwin via the Fort Irwin Road. This route goes West out Gate 8, North on Daggett-Yermo Road to the first intersection, left on Yermo Road to the next intersection, then North on Fort Irwin Road to the Fort Irwin Welcome Sign, then North-West onto the improved-road convoy trail in to Fort Irwin.

No tactical vehicle 2 ½ ton or larger will operate on the Fort Irwin Road, with the exception of emergency vehicles on an official call. All other vehicles wanting to travel on the hardball must request an exception to policy. Exceptions to Policy must be submitted in writing through the surface section of the Ft Irwin MCC.

The Fort Irwin Road is restricted from all military traffic between the hours of 0500-0800 and 1500-1800. No hard ball passes will be issued Monday through Friday from 0415-0800 and from 1415-1800.

Medic Support.

Medics with evacuation vehicles must be on site prior to the beginning of any rail download operations. A combat lifesaver in possession of aid bag is sufficient. A tactical ambulance or vehicle for emergency evacuation must be at every rail site.

Spanners

There are enough spanners at the Yermo railhead to support all rail operations. The MCC rail section maintains the key to the spanner yard at Yermo where the spanners are maintained. MCC personnel direct which spanners will be used for each operation. The rotational unit should bring 6K Variable Reach Forklifts, which are excellent for maneuvering spanners throughout the entire railhead complex. The unit must have a qualified driver for each piece of equipment at the download sites to move equipment on off the rail cars. The MCC Rail Section can inspect any unit vehicle operator's license to check for compliance with this requirement. If necessary, the MCC will shut down all operations until the unit takes corrective action.

Gate Guards

Gate 8 guards are required 24 hour a day. Gate 5 and 6 are require 1 guard as needed.

CBLs.

The rotational unit must complete Commercial Bills of Lading (CBLs) for each intermodal move at the intermodal ramps. CBLs serve as documentation for command and control, and are the mechanism for reimbursement to the trucking companies. The MCC Rail Section will provide a book of blank CBLs to the BCT NCO who is in charge of the intermodal ramps and provide a block of instruction on the procedure for filling them out. CBLs are returned to the MCC Rail NCOIC once completed. The MCC Rail NCOIC will review them for completeness and distribute to the proper agency.

POL

NO POL capability exists at the railhead. Bring a fuel card to fuel priority vehicles. Units must either provide a home station tanker or draw from the Prepo Fleet during Early Draw. Units must provide their own JP8 and MOGAS for their equipment. Fuelers must have acceptable proof of fuel certification paperwork before Fort Irwin will dispense fuel. It is highly recommended that tankers arrive with that certification already complete. A fuel skirt is required by the EPA for fuel dispensing.

Rail Crew Billeting

Two Sprung Structures (Tents) have been set up at Yermo to provide shelter for the rotational rail team. There are no shower facilities available on site. The nearest showering facility is at a KOA Campground, about one mile from the railhead, or the Marine Corps Logistic Base NEBO Annex about six miles from the railhead.

Porta-Potties/Light sets

The rotational unit must contract and coordinate for all required portapotties and light sets at Yermo.

Feeding

Units should arrange to feed personnel working at Yermo by setting up MKT, using the Mermite option, rotating soldiers to Fort Irwin to eat, or providing MREs.

Night Operations

There are no rail operations during the hours of darkness. Night operations are permitted; however, for intermodal movement of non-roadable equipment, provided light sets have been placed in the intermodal staging area.

Safety

Ballistic helmets, canteens, and gloves are mandatory while working at rail sites. Units must station a minimum of two medics or combat lifesavers with emergency medical supplies and vehicle at Yermo during all rail operations. MCC will stop operations until unsafe acts or situations are solved. Safety is foremost.

Priority Vehicles

BCT priority vehicles, POL tankers, water trailers, maintenance vehicle, 6k forklift, ambulances, MP vehicles, wreckers, mess trucks, oversize overweight equipment should be on the first train and off-loaded first.

Vehicle Recovery Support

The unit will provide its own recovery assets. Units will arrange to have wreckers off-loaded immediately. Two maintenance contact trucks should also be off loaded early for quick-fix repairs.

Oversize-Overweight Equipment

Units must provide the MCC Surface Section a list of oversize-overweight equipment at least two weeks prior to deployment so road permits can be obtained. Oversized and overweight equipment is not authorized on county roads from 1000-2400 from 1 June through 15 October. From 16 October through 31 May, movement of oversized vehicles is authorized during daylight hours only.

Rail Tools

The unit is responsible to bring in all tools required to off-load equipment. DO NOT send rail tools along with the train in a container. It is recommended that the unit line haul its rail tools to ensure they are on hand when needed. It is possible that the car with tools could be pulled out bad order en route, and the whole rail download would be delayed. The unit would then have to go purchase an entire new set of rail tools.

General Redeployment Operations

A GBL documentation team is required consisting of 2-4 persons, 1 HAZMAT qualified person to certify any HAZMAT loaded on railcars.

The MCC Red Hats at Yermo will determine the load plans for railcars. Rail cars will be spotted into the appropriate spurs before the unit sends any equipment from Fort Irwin to Yermo. Pay extra attention to equipment that was shipped to Fort Irwin by a different means of transportation but is going back on rail. All items falling into this category must be identified to the MCC and the ITO Rail Inspector. The type and quantity should be identified at the MCC Redeployment Meeting or as soon as the unit is notified of cancelled JA/ATT missions, so as to ensure there are appropriate railcars on hand for the return trip to home station. Units occupy the rail yard at Yermo in the same manner as during deployment. Conflict with other units will be resolved by the MCC Rail Section.

For normal rotations where there is an inbound brigade and an outbound brigade

The outbound brigade has priority of upload, clamshells, convoy routes and all other

Activities associated with redeployment at Yermo until midnight Saturday night/Sunday

morning at the end of Regeneration week and the beginning of RSOI week. After midnight, priority switches to the inbound rotation.

If the unit needs assistance with blocking and bracing, the blocking and bracing crew at Yermo will provide assistance and materials. All costs of blocking and bracing

Crew associated with the rotational unit is billed to the rotational unit. The MCC Rail

Section will provide access to the blockers and bracers for the unit rail team.

The same off-limits restriction at the MCLB will apply as during the deployment phase. The unit is responsible for providing a rail load documentation team to account for equipment loaded on rail cars. Documentation team should consist of a minimum of five (5) personnel. MCC rail section will provide documentation forms and instructions on how to fill them out.

The unit will be responsible for a thorough police call of the Yermo Railhead and Manix

Spur areas. This includes policing all the spanners and returning them to the spanner yard.

SURFACE OPERATIONS

General

The MCC Surface Section controls all surface movements to and from Fort Irwin. The rotational unit is responsible for adhering to and complying with MCC guidance as well as State and County laws. The MCC Surface Section will man an Operation Center at Fort Irwin, Bldg. 828, on a twenty-four (24) hour movement operation shift during deployment and redeployment phases only¹. Surface movements include convoys, intermodal moves, bus moves, and tactical truck moves. Commercial line haul moves to and from home station are the responsibility of the Fort Irwin ITO Freight Section.

Convoys in the Mojave (Fort Irwin) Theater include convoy movements up and down the Manix Trail (Tank Trail) between Fort Irwin and Yermo. Convoy movements also include convoys originating from unit home stations with destinations in the Mojave Theater, (Yermo, SCIA, and Fort Irwin). Convoys originating from and returning to home station with routes traveling on state and county roads must receive convoy clearance from their regional STARC. Also controlled are convoys going point-to-point within the Mojave Theater. These include convoys moving between Fort Irwin, Yermo, and SCIA. This last group is primarily tactical vehicles moves connected with the arrival or departure of military cargo flights. Vehicles in convoy category are usually going to be or just have been air cargo pieces.

Intermodal moves in the Mojave Theater are the trucks that lift pieces of equipment to and from Fort Irwin that have been or will be required to be rail loaded at Yermo. Typically, these are pieces that can not self-propel themselves up and down the tank trail. Intermodal pieces, (dozers, tanks, forklifts, SEEs, road vans etc.), are lifted or towed behind military and commercial trucks between Fort Irwin and Yermo.

Note: Normally "intermodal" refers to moves that require the changing of transportation modes between the origin and destination (e.g. air to surface, surface to rail). In the Theater of Mojavia, "intermodal" refers only to the truck that lifts equipment between Fort Irwin and Yermo in

connection with rail moves, (either inbound or outbound).

Line haul moves are truck moves between the Mojave Theater and destinations outside the Mojave Theater. Typically, these moves are point-to-point truck moves between Fort Irwin and the unit home station. Line hauling is typically more expensive than rail moving equipment, but costs are heavily dependent on distances to be traveled. The home station Installation Transportation Office (ITO) can determine cost estimates for rail and motor. Trucks hauling equipment to one of the Southern California Ports for onward move by vessel destined to Hawaii or Alaska are still considered line haul trucks because the destination is outside the Mojave Theater.

Bus moves come in four forms: Shuttle bus moves, aircraft-related bus moves, individually ticketed soldiers moves, and "bus only" moves point-to-point between home station and Fort Irwin.

Shuttle buses shuttle soldiers between areas within the Mojave Theater. Typically, buses shuttle convoy drivers and rail up-load/down-load teams to and from Yermo and Fort Irwin, and aviation personnel to and from Bike Lake and the Dust Bowl. **Note:** shuttles between any two places or more points can be arranged based on the unit requirement and associated funding. Units must provide a valid fund site to the MCC Surface Bus Section before the MCC can arrange these types of shuttle buses.

Aircraft-related bus moves are buses transporting soldiers from SCIA to Fort Irwin and return back to SCIA. Air Mobility Command (AMC) passenger travel contractors contract aircraft-related bus moves through the home-station ITO as part of door-to door service air move. For these air moves, buses will be arranged from the home-station personnel- collection point to the nearest airfield. Charter aircraft are contracted between the home station airfield and SCIA. AMC contracted buses transport soldiers from the SCIA to Fort Irwin. The same process is completed in reverse for the redeployment. Funding for bus transportation will be drawn proportionately from the same funding covering air transportation.

Individually ticketed soldiers bus moves are buses transporting soldiers between Fort Irwin and the three major commercial airports in the area: Las Vegas, NV; Ontario and Los Angeles, CA.

Bus-only moves take soldiers from Fort Irwin to their home station without the use of aircraft or any other mode of transport. Bus-only moves are arranged through the home station ITO or the MCC Bus Section. A valid fund cite must be furnished to the MCC Surface Bus Section prior to any charter bus scheduling or procurement .

Mojave Theater tactical truck moves involving Theater Assets are requested through the MCC Surface Section using Transport Request (TR) forms. The MCC Surface Section tasks theater assets using Transportation Movement Releases (TMRs). Heavy Equipment Transporters (HETs) are usually available year round. Palletized Load Systems (PLSS), Medium and Light Tractor-Trailer Trucks and Cargo Trucks are only available during certain rotations.

The NTC, ITO Freight Branch monitors inbound commercial motor and rail shipments; coordinates with the origin Installation Transportation Office (ITO), Division Transportation Officer (DTO) and Unit Movement Officers (UMOs). In addition, the Freight Branch interfaces with Military Traffic Management Command (MTMC) to ensure compliance of transportation tenders and contracts as well as with the installation finance offices on matters of billing and funding. Upon redeployment, the Freight Branch office prepares outbound Government Bills of Lading (GBLs) for motor and rail movements and interfaces with commercial carrier personnel to ensure proper documentation and movement of the unit's equipment.

Route

Units may request convoy routes. However, for movement control management, the MCC may dictate the use of particular routes. Movement on county roads requires road clearance from San Bernardino County prior to movement. The NTC, MCC Surface Section will prepare a County Permit Request based on the unit request for movement over county roads. The more lead-time provided to the MCC, the better. The county permit office is located 115 miles from the NTC in the city of San Bernardino. **Note: Hours of operations vary in that they don't work on some Fridays and are closed on weekends and major holidays.**

Rotational Unit Convoy Briefing

No convoy will depart without MCC approval. Convoy commanders will ensure that all vehicles and operators are in compliance with the NTC Convoy Movement Policy-MCC Convoy checklist below:

Vehicle Preparation:

- All vehicles must be checked for gas (at least half a tank), oil and water prior to convoy departure.
- All lights and turn signals must be operational. Lights must be switched on at all times during convoy movement. **Note:** Vehicles and trailers with non-operational headlights, tail lights, or turn signals will not be allowed to move during the hours of darkness.
- All lights, mirrors, turn signals, and windshields must be free from obstruction.
- All vehicles using the tank trail should have 4 or 6 wheel drive capability.
- Vehicles tie-down shackles must be present/serviceable at all vehicle tie-down point.
- Wrecker rigging legs will be pinned down and lifting booms will be secured with the built-in clamp. If the clamp is missing, the boom will be secured with cable or chain.
- Secondary loads must be properly secured (to include unmounted generators, and compressors).
- All fuel cans, compressors, tankers and generators will be empty of fuel (not purged).
- All water trailers must be emptied prior to them being loaded on the railcars. This is to prevent damage to equipment or tie-downs caused by the motion-induced sloshing of the water in the trailer.
- Unit-constructed van boxes and tool trailers should be banded vertically and horizontally.
- Boxes and equipment will not be wedged between the cab and the trailer of vehicles. Items must be stowed inside or banded securely outside.
- No ammunition will be transported in vehicles or trailers to or from the rail site.

Operator:

- Operator and assistant operator will wear their ballistic helmets at all time during convoy movement.

- No headphones, radios or any audio or video devices will be worn or used during convoy movement.
- Operator and assistant operator will have in their possession at least one 1-quart canteen of water and at least one MRE.
- Operators of vehicles without windshields must wear goggles during convoy movement. **Note: Sunglasses do not meet this requirement.**

Convoy Movement:

- Convoy commander must record the number of vehicles by type, bumper number and operator name to ensure full accountability.
- Radio communication is mandatory for any convoy traveling down Manix Trail. At a minimum one commo device (i.e. 2-way radio, cellular phone, Single Channel Ground and Airborne Radio System-SINCARS) will be required for convoys consisting of 14 vehicles or less. Convoys consisting of 15 or more vehicles will have a minimum of two commo devices, one in the lead vehicle and one in the rear vehicle.
- Convoy speed is 35 mph on paved surfaces. Approved catch-up speed is 40 mph. Convoy speed is 35 mph on tank trails with catch-up speed of 40 mph.
- MCC, with the approval of TSC, reserves the right to modify the current speed if road/safety conditions prove hazardous.
- The convoy will have at least one halt, preferably at the halfway point of the tank trail, to allow vehicles to regroup, check their loads, and perform maintenance. This should be approximately 13 miles from the starting point.
- A minimum distance between vehicles is 30 meters.
- Vehicles will remain in single file until released at the final destination. Passing vehicles in motion is strictly forbidden.
- Disabled vehicles must pull to the side of the tank trail or road and wait for assistance. Units must provide recovery services to broken down vehicles.
- Oversize/overweight vehicles must have a MCC rail representative present and a unit ground guide for each vehicle to proceed through the Manix underpass.
- An unlimited number of vehicles can be released for movement down the tank trail. However, a maximum of forty (40) vehicles may travel on the county road from Manix Bridge to the Yermo railhead and will have at least a 20-minute interval between increments or serials.
- Ghost Town Road and Yermo Cutoff Road are both off-limits to all tactical vehicles. The only authorized purely-hardball route (providing an Exception to Policy is granted and hardball pass issued) for travel between Fort Irwin and Yermo is Fort Irwin Road.

Freight Operations

Upon redeployment, the NTC, Material Management Command, Transportation Division, Freight Branch will request all motor Government Bills of Lading (GBLs) and appropriate fund citation from the origin ITO. The purpose of obtaining copies of the origin GBLs is for scheduling redeployment of the unit's motor moves and the return-trip routing to be utilized.

The Unit Movement Officer, S-4 or DTO representative should report to the Freight Branch immediately upon arrival at the NTC for coordination of inbound movement of the motor deployed freight as well as the pre-coordination for all redeployment requirements. FORSCOM Reg 350-50-1, Training at the National Training Center, stipulates that unit representatives must be present at the NTC prior to the arrival of their equipment at this installation so the unit can sign for their equipment directly from the motor carrier and preclude detention charges. This is particularly essential in the case of sensitive item shipments. In addition, the Freight Branch requires a unit representative be delegated or a point of contact be appointed on matters of freight movement for the duration of the rotation.

Upon redeployment, a Freight Branch representative will be assigned to prepare documentation for the outbound motor move. A memorandum complete with the following information must be provided to the ITO Freight Branch as soon as each unit confirm and validate their movement plan:

Appropriate fund citation to utilize for redeployment motor moves:

- Number, types and nomenclature of vehicles and equipment to be shipped.
- Dimensions of vehicles to include weight and cube. Note: These weights must be actual shipping weights and dimensions (**not book weights or dimensions**).
- Dates and times the unit desires motor carriers to pick up their equipment at the NTC for shipment.
- Delivery dates and hours of operation the unit desires the carriers to deliver their equipment to its destination (if special requirements exist within the unit it must be identified prior to equipment being picked up).
- Destination point of contact information to include the telephone number the carrier should contact for any emergency encounters in transit and upon arrival at destination.

The Fort Irwin ITO Freight Branch requires preliminary coordination at the time of the D-1 redeployment meeting to schedule commercial truck assets.

The unit must provide all security seals and locking devices for securing outbound conexes, milvans, and storage van compartments and hatches.

Equipment substitutions are allowed up to 72 hours prior to the shipment. No substitution should be made after the allotted time. In case of a required change, the unit is liable for cancellation charges and subject to higher cost on short notices requiring additional commercial assets. Immediately upon departure of the unit's commercial motor moves from Fort Irwin, the Freight Branch will fax copies of the GBLs to the destination ITO to provide visibility on equipment destined to their location.

Movement by Commercial Assets

The origin ITO must coordinate rail and commercial truck shipment schedules with the Fort Irwin ITO NLT 14 days before movement.

Emergency Leave Support

Immediately upon arrival, the unit commander or the unit comptroller must appoint no less than three (3) soldiers responsible for authorizing emergency leave travel. A complete copy of unit movement orders authorizing commercial travel must be initialed by the COR/ACOR prior to the Commercial Travel Office (CTO) entering names into the SABRE system.

During duty hours (0800-1630), unit representative must provide four (4) copies of initialed travel orders prior to travel documents being issued.

After duty hours, a copy of the initialed travel orders must be faxed to the CTO at 888-757-4732 (Fax machine is available at the Emergency Operations Center (EOC) in BLDG 237). A pre-paid or electronic ticket will be issued for authorized travel. Traveler must present positive identification to appropriate airline at departure airport (NOTE - If pre-paid or electronic ticket is issued and not used, a service fee of \$50.00 will be charged to the unit).

Travel is limited to return to home station or alternate destination if the cost to the alternate destination is less than the cost to the authorized destination.

If emergency leave is OCONUS, the soldier must return to home station to receive fully funded OCONUS travel for self and/or family members.

The Passenger Travel Office is located in BLDG 312, (760) 380-3823 or 7220 (DSN 470).

Carlson Wagonlit (CTO) Official Travel is located in BLDG 312, (760) 380-3833 (DSN 470).

NTC EOC is located in BLDG 237, (760) 380-3750 (DSN 470).

COR - BLDG 312, (760) 380-3823 (DSN 470).

ACOR - BLDG 565, (760) 380-4946 (DSN 470).

Rotational Use of GSA Leased Vehicles

The following outlines the draw, turn-in, and billing procedures for GSA leased vehicles/equipment provided by the Fort Irwin Transportation Motor Pool (TMP).

Vehicles are dispatched/returned in package increments. For planning purposes the quantity and type of GSA leased vehicles are described below. These vehicles are for the exclusive use of the rotational unit.

5 - Sedans 4 - 1T Stk Bed Trks 5 - Pickups

12 - 7/8 pax vans 2 - Cargo vans 3 - 12/15 pax vans

3 - 16' Trk Van Box 10 - Stk Bed Trks 3 - Tractors

5 - Reefer Vans 2 - Buses 1 - Dump Trk

Submit DA Form 1687 (Notice of Delegation of Authority - Receipt for Supplies) to the Transportation Office authorizing the Transportation Coordinators (TCs) to sign for the Rotation Package.

The designated TC will sign a DA Form 3161, Request for Issue or Turn-In (Hand Receipt), for all 55 vehicles at the Transportation Motor Pool, Bldg. 866. Additional vehicles may be requested by submitting FORSCOM Form 248R to the Transportation Office for approval. If TMP drivers are utilized and overtime is required, a Request for Government Impact Overtime must be signed prior to approval of commitment.

Vehicles are dispatched with "On Post Authorization Only", except for those vehicles identified by the TC prior to dispatch as required for off post and/or outside the Permissible Operating Distance (POD) (150 miles one-way). the Transportation Office must approve additional requirements arising after vehicles have been dispatched.

Credit cards are issued for vehicles with off post and/or outside the POD dispatches. Credit cards are to be utilized with the assigned vehicle (interchanging credit cards is not authorized).

TMP vehicles will not be used on cross-country terrain. Tractors/Reefers are authorized up to the Forward Support Area (FSA).

Licensing Requirements

Operators of vehicles under 10 Passengers and/or 10,000 lbs. are required to have a State Drivers Licenses or OF 346, ULLS and DDC card (or equivalent) indicating accident avoidance training. No one will be dispatched a vehicle without proof of accident avoidance training.

Operators of vehicles over 10 passengers and/or over 10,000 lbs. are required to have the above and an OF 346 indicating the vehicles authorized to drive.

If a road test is required, operators must have their DA Form 348 (Operators Equipment Qualification Record) in their possession. Units using ULLS must have commercial qualifications listed. Road Tests will be scheduled with the TMP.

Vehicle Turn In Requirements

Vehicles must be turned in by 1200 hours on the day specified for inspection by Quality Control (QC) Inspectors. Vehicles will be inspected for the following:

- (1) Cleanliness (inside and out).
- (2) Fuel (minimum of ½ tank).
- (3) Damages (vehicles will be inspected for any damages). QC will ensure that incident/accident reports are accurately completed.
- (4) Accountability of equipment (i.e. jack, spare tire, lug wrench, warning triangle, fire extinguisher).
- (5) 573R's (complete and accurate).
- (6) Accountability of keys and credit cards.

Billing Procedures

- a. Rotational Package Vehicles are billed at the current monthly rate plus mileage. Additional vehicles are billed at the daily rate plus mileage.
- b. Damages and/or lost equipment, other than fair wear and tear, will be charged based on estimates. (Accident/Incident reports must be submitted).
- c. Overtime - If any Government Impact overtime is required, the ITO must have prior approval signed by the authorized unit representative and Contract Officer Representative.

Chapter 5

Security

The deploying Brigade is responsible to provide security at the APOD/SPOD. Security includes movement from the APOD/SPOD to IMC. The brigade will coordinate with the IRCOM Provost Marshall's Office (PMO). IRCOM PMO will initially coordinate and provide for the security of the IMC, which includes the LSA and the USNS Irwin staging/marshalling areas. IRCOM PMO will also provide traffic control and enforce law and order as established by the IRCOM Commander. The Brigade will assume the mission per coordination with the IRCOM PMO. The IRCOM PMO will not provide security for the APOD or SPOD. A representative from the Military Police platoon of the deploying Brigade will report to building 326 immediately upon arrival, but not later than D-5, to coordinate any security requirements and handoff to the deployed MP element. Once operational, the deployed MP element will provide staging/marshalling areas, test track, movement to TAA, traffic control point's (TCP) and LSA security. The deployed MP element will also provide traffic control and enforce law and order as established by the Brigade Commander. The deployed Brigade will provide security at each APOE/SPOE in coordination with the IRCOM PMO.

Deploying BCT will establish and maintain an Emergency Operations Center (EOC) at the LSA with responsible unit personnel to answer phones at 4-4127/4129. The EOC is the Brigade Commander's representative. (Exercise Note: BDE EOC will be operational 24 hours daily during deployment).

Field Services

Field Billeting: Brigade personnel, while in the IMC cantonment area, will

reside at the Rotational Unit Bivouac Area (RUBA). Figure 8 depicts the layout of the RUBA. As a planning figure, the RUBA has tent pad space for approximately 4,440 soldiers. There are 60 metal covered tent pads. Each metal tent pad can accommodate 32 "pup-tents". A large fabric covered tent pad can accommodate 300 "pup-tents". There are four latrine facilities. Each latrine facility provides 55 showerheads, 30 toilets and 10 large (accommodating 4 soldiers) sinks. Four-food preparation and dining facility shelters are provided. Of the four food preparation areas, only one is complete with field burners and ovens. Units must download equipment from the pre-positioned MKTs or deploy food service equipment to use the remaining three food preparation areas. A K-Span building is provided to the BCT for EOC and other operational uses. AAFES provides a mini PX and coin operated laundry facilities. A phone center with over 90 phones is available for BCT use in the RUBA. Commercial food vendors (Frank's Franks, Robin Hood, Chicken Hut, etc.) operate small concessions.

In addition to the RUBA facilities, the DPW Real Property Section also provides the following buildings to the Brigade.

- Building 480 (Division Staff).
- Building 583 (SGS).
- Commanding General/ADC trailer.

A Division Support Area (DSA) is established in the VIC NV 303018. This area is the field site for the logistics support to the Brigade. All logistics elements, external to the unit's FSB will stage and operate from this area. IMC cantonment areas and areas adjacent to IMC support activities are not authorized areas for Brigade operations. POC's for utilization of the cantonment areas is IRCOM G3 at DSN 470-4086/4730.

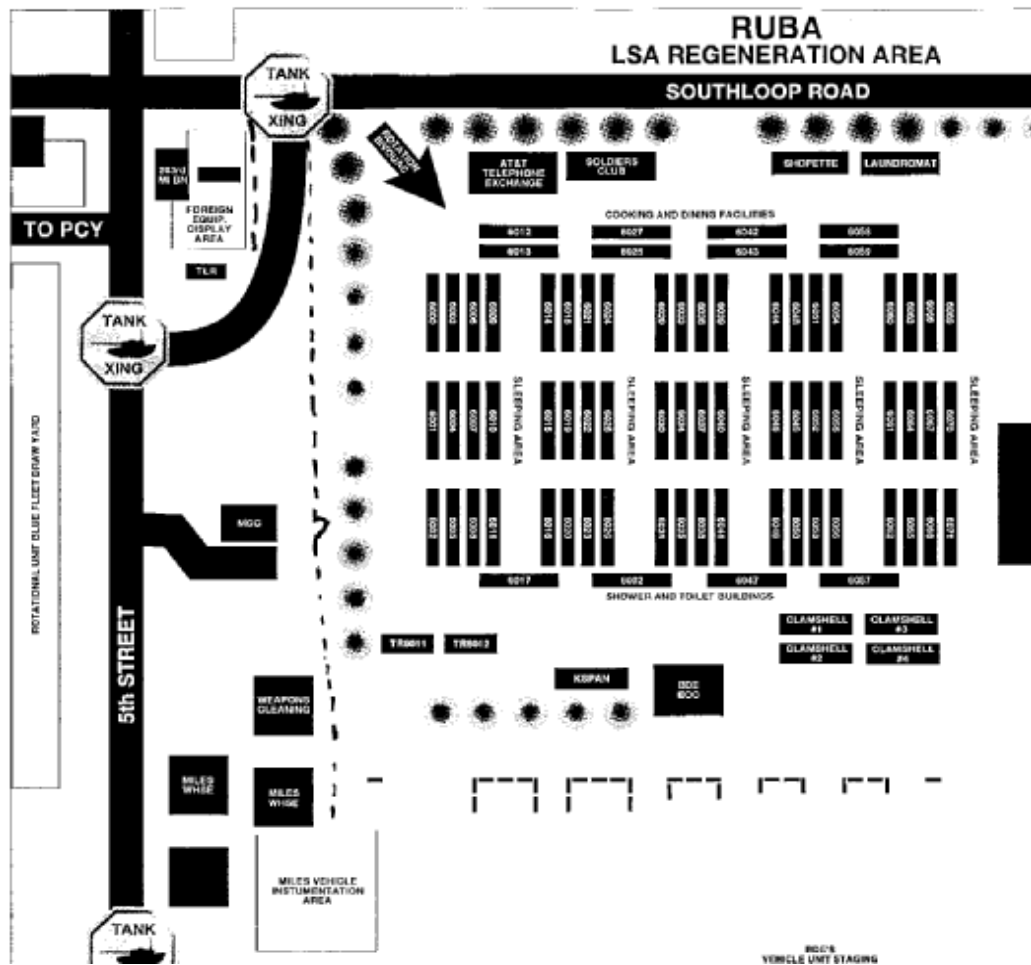


Figure 5-1: Rotational Unit Bivouac Area

Maintenance

The BCT performs operator, organizational and DS maintenance on all the USNS Irwin equipment. The BCT ensures that all deficiencies and shortcomings (through DS level) are corrected throughout the rotation and prior to turn-in. Medical maintenance support will not be provided.

During ADVON week the unit will draw the "early draw vehicles" which consist of life support, MHE, and transportation assets to facilitate deployment. The Early draw will occur on D-10. The main draw will occur on D-6. [See Appendix 1 RSOI Checklist.](#)

The vehicles drawn during ADVON and RSOI will be PMCS'd by the rotational unit using the 2404 over-print (NTC Checklist). Any deficiencies found will be repaired and any parts required will be ordered at this time. Any vehicle with a repair that takes longer than the time the unit has during RSOI will be replaced by the contractor. The deciding authority is the NTC chief arbitrator. See [Appendix 7 arbitration procedures.](#)

TAMMC Materiel Division (Support Operations Division) will conduct local purchases for the USNS Irwin equipment. All local purchase requests must be accompanied by the Requisition for that item. See [Appendix 2 local purchase procedures.](#) The deployed Brigade is responsible for local purchases for home station equipment.

Recovery/evacuation operations are the Brigade's responsibility. Deployed Brigade's organizational and DS units must provide full spectrum welding capability to include MIG welding and all repair capabilities, e.g. canvas repair and any special test equipment (to include DSETS for LRU's) needs.

At the end of phase III (Combat operations), the rotational unit will proceed from the Four Corners download site to the RUFMA. The home-station vehicles will move directly to the RUBA staging yard where they will be prepared for convoy to the Yermo Rail head. APS-3 vehicles will proceed to the Rufma where de-instrumentation will be conducted with the contractor (Raytheon). The vehicles will then go to the washracks to be cleaned.

The pre-positioned vehicles will then be lined up in the RUFMA by unit. The unit will conduct a PMCS and order any parts that are required for repairs. Each vehicle will have the filter exchanged for a new one. This will be done at Aire-Vac, which is located on the south end of the RUFMA ([See Appendix 18 Air Filter Exchange.](#)) The contractor (ITT) will conduct a joint technical inspection with a member of the rotational unit. Once all deficiencies are corrected, the contractor's line boss will issue a QA/QC pass.

It is recommended that the rotational unit set up an internal QA/QC line to inspect vehicles before they go to the NTC final QA/QC line. If the vehicle passes the final QA/QC inspection it is lined up in the convoy line and heads to the staging yard. If the vehicle fails for a minor reason that

does not require additional parts or repairs of over 30 minutes it proceeds to the "quick fix" line. If the repairs require a part or need more than thirty minutes to accomplish, the vehicle will be moved back to the unit line.

Units will return equipment with all FMC deficiencies noted (on the NTC Checklist) and shortcomings, through DS level, corrected. The NTC TSC is the approval authority for accepting equipment that is not repaired to FMC standards due to availability of repair parts. [See Appendix 5 Long ESD parts acceptance](#) and [Appendix 6 DS to DS transfers](#). Units will draw and submit oil samples and complete recommendations resulting from oil analysis on equipment drawn from the NTC. This should be accomplished by the end of phase III (Combat operations). [See Appendix 3 NTC Reconstitution checklist](#)

Stay-behind maintenance soldiers will remain at NTC until all issued equipment is either returned to the NTC Equipment Support Division in an FMC condition or accepted by the DS or GS maintenance units at NTC for repair. See Appendices 3-22 related to Regeneration.

Figure 9 depicts the layout of the "Rotational Unit Field Maintenance Area" (RUFMA). It encompasses enough area to allow the BCT to regenerate all prepositioned equipment drawn from the USNS Irwin. There are a total of four separate Washracks with three having six bays each and the fourth two bays. The maintenance area is divided into areas for each type of vehicle maintenance. Starting from east to west are the tank (M1A1) companies, then the infantry (M2) area, then artillery with engineers being to the west of the yard. The north side of the maintenance area is for the FSB and MSB. Centrally located in the RUFMA is the QSS and Tool Crib with a Tire and Track changing area.

When a rotation returns to Irwin City all home station equipment moves immediately into the RUBA staging area where it is lined up for convoy movement back to the Yermo railhead or use during police of the training area or other needed details. All Prepo equipment is placed in the RUFMA where units start the regeneration process that will take 12 or more days depending on the unit's maintenance posture. The key to success is to use the automated Class IX requisition process and to have identified within 72 hours upon return from the field through PMCS all repair parts needed regardless of where they come from. This will allow time for parts coming from Depots east of the Mississippi River to arrive (Order-Ship-Time is 7 - 9 days) and be placed on vehicles in a timely manner.

RUFMA Parking Plan & Road Test

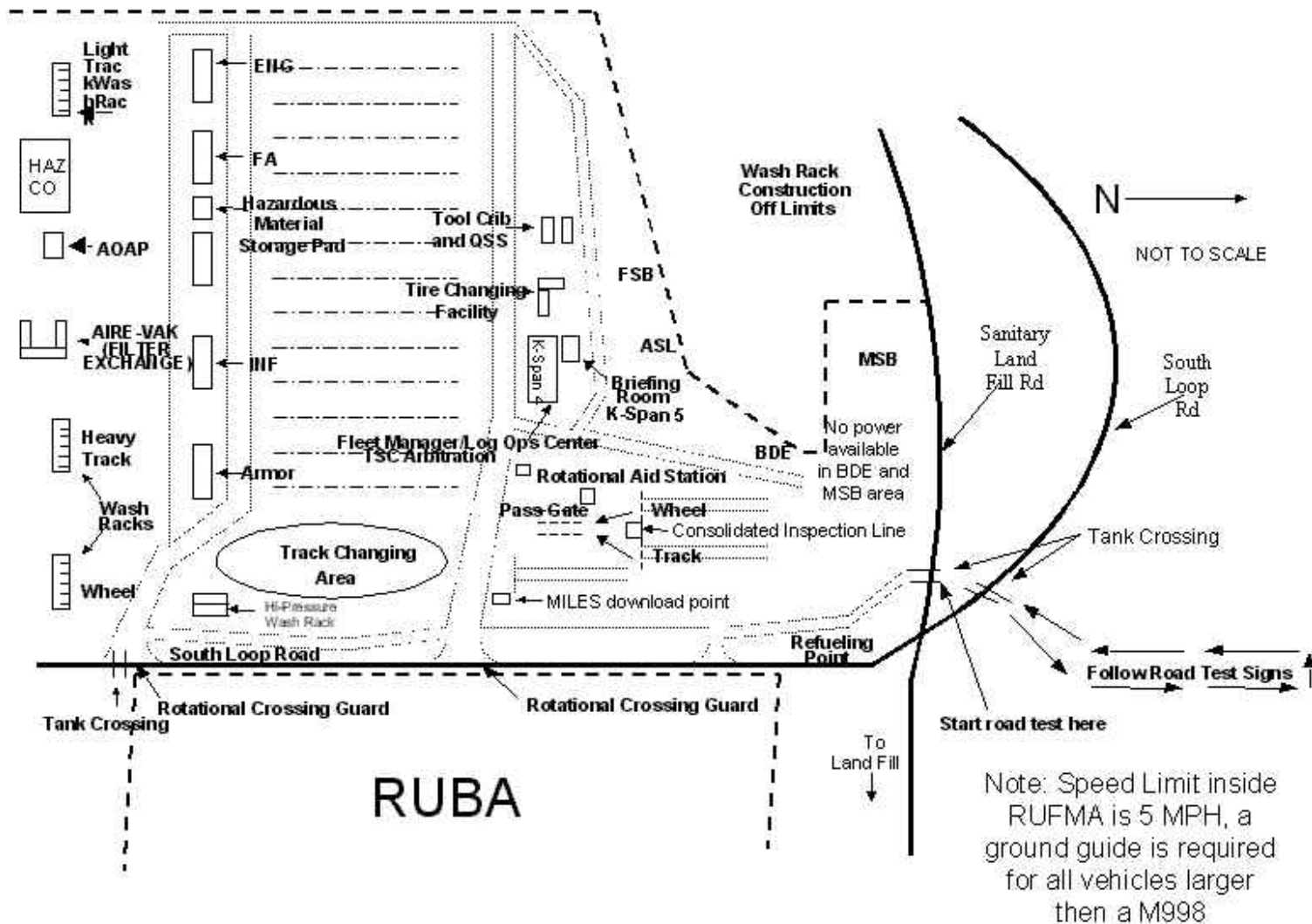


Figure 5-2: Rotational Unit Field Maintenance Area

Theater Level Health Services

IRCOM MEDDAC provides emergency and Level IV treatment as needed, if organic capability is inadequate. The BCT must provide fully functional Level II medical treatment. Emergency Dental treatment is available for only those units that do not have an organic dental treatment unit. In accordance with FORSCOM Regulation 350-50-1, the BCT provides dental support as needed.

Preventive Medicine for Level I and II medical facilities is not available. Brigade must deploy with organic preventive medicine teams. Pathology and emergency surgery services are available.

Ground evacuation is not available in theater. The Brigade is responsible to perform all ground evacuation.

MEDEVAC Procedures:

A real-world request for a MEDEVAC helicopter should be called direct to range control on FM frequencies 38.90, VHF 126.20 or UHF 241.00. If landline is available call RANGE CONTROL at 380-3878. Use the standard 9-line MEDEVAC request format:

- Location of pickup site (Grid Coordinate).
- Radio frequency, your call sign and suffix.
- Number of patients by precedence:
- URGENT
- PRIORITY
- ROUTINE
- Special equipment required.
- Number of patients by type (litter/ambulatory).
- Number and type of wounded, injury of illness.
- Method of marking pickup site (LZ).
- Patients nationality and status (Military/Civilian).
- Terrain description.

When air/ground communications are established (38.90), the pilot will require the following information from the ground (LZ):

- Size of LZ.
- Obstacles (wire, antennas, ditch, vehicles, etc).
- Wind direction and approximate velocity.
- Slope of the terrain.

Radio contact must be maintained with DUSTOFF AIRCRAFT at all times during the mission. Brigade will contact the Emergency Room at DSN 470-3777/3114 or commercial 380-3777/3114 for MASCAL situations. Patient Administration Services are available as needed.

Environmental

Mojave has many environmental impact laws. Mojavians have expressed a deep concern for the treatment and safety of many endangered species of wildlife and the preservation of their land. To comply with their wishes, the IRCOM has established a special EPA assistance cell to brief the Brigade concerning these laws and concerns. A representative from the unit must report to building 385 NLT D-6 to receive the briefing. If the unit elects to have an environmental clean up team (White Cell), there are limited assets available from the USNS Irwin. The type and amount of equipment is determined by the mission requirements. The rotational brigade may not use White Cell equipment. Equipment available is:

- LINNOMEN QTY
- L76558Loader, Scoop 1
- T61494HMMWV1
- X43708Truck, Dump 5T 4

The BCT establishes an Environmental Clean-up Team (ECT), NLT D-7. The ECT will provide immediate response to any spills created by the unit.

The clean-up team shall complete an eight (8) hour Mojave specific Hazardous Materials/Waste Handlers training course by between D-10 and D-7. Coordinate this training with DPW's Chief Instructor for Hazardous Materials/Waste Handler training at phone number DSN: 470-4501 or commercial (760) 380-4501 two weeks prior to D-10. IRCOM EPA Assistance Team will provide an instructor for the eight Hazardous Materials/Waste Handlers training course.

The OIC and/or the NCOIC shall make contact with Environmental Compliance section on a daily basis to turn in Spill Reports and provide an informational update. Rotational unit ECT Leader should contact the DPW, Environmental building 385 at DSN 470-4501/5290, or commercial (760) 380-xxxx for Environmental guidance. The unit comptroller should contact the DPW, Facilities Maintenance Branch, building 384, DSN 470-3512/5045 or commercial (760) 380-xxxx for information to extended landfill hours and maintenance and repair of facilities.

Aviation Support

Aviation units deploying to the Mojave have specific tasks listed in their mission essential task list (METL) which must be completed. Units will deploy to Mojave with all the aviation service support they need to complete their deployment (from departure home station until return to home station). Class IX (Air) parts are not stocked at Irwin Military City.

Class IX (Air) items are available through the DLA Defense Distribution Depot Barstow (DDBC). Support for Deployed Unit Class IX (Air) items can be coordinated through the Warehousing Division of DDBC on a reimbursable basis. Units must contact DDBC point of contact, Micki Evans, DSN 282-6840/DSN FAX 282-6293 to arrange support. Rotational Class IX (Air) items support will be provided on site at Irwin military City and will be telephonically requisitioned as "AOGs". Defense Distribution Depot Barstow is in receipt of 220+ line items of aviation repair parts from Aviation and Missile Command (AMCOM) in support of deployed units in Mojave. This Aviation Stockage List (ASL) varies. For exact ASL on hand it is recommended that the DDBC POC be contacted.

The 27th CSB has limited assets available to support deployed units. Theater assets are supported through a contracted civilian Aviation Intermediate Maintenance (AVIM) company are UH-1H, UH-60A and OH-58C. When aviation maintenance service support is requested and approved:

Supported units will be billed at the contractor's overtime labor rate for all costs (to include direct and indirect labor).

Priority maintenance will always be given to theater tenant aviation assets. 27th CSB Support Operations and the contract Project Officer will ensure that the support given to the deployed unit is essential to their mission success and has a minimal impact on the overall mission of theater tenant aviation assets. Theater assets are only a backup capability.

Units requesting aviation maintenance support from civilian contract aviation Maintenance Company in theater will coordinate requests through:

27th CORPS SUPPORT BATTALION - SUPPORT OPERATIONS

PHONE COMMERCIAL (760)-380-5627/4743/3749

FAX (760)-380-5906/3636

DSN 470-XXXX

EMAIL afzj-sb-son@irwin.army.mil

Advise Support Operations of your specific aviation maintenance needs request via facsimile or email (listed above). Include type of airframe(s), density(ies), and UIC/DODAAC of unit(s) to be supported. Advise unit point of contact (unit commander, AVIM commander, or battalion/brigade S-4), phone number (DSN and commercial), email address, and FAX number(s).

Aviation maintenance assistance request must be approved by the 27th CSB Commander. When approved by the 27th Corps Support Battalion Commander, unit requesting assistance will need to coordinate funding issues with the 27th Corps Support Battalion S-4.

27th CORPS SUPPORT BATTALION - S-4

PHONE COMMERCIAL (760)-380-5459/5480

FAX (760)-380-5906/3636

DSN 470-XXXX

EMAIL AFZJ-SB-L@irwin.army.mil

Contingency Contracting Operations

The goals of the unit contingency contracting officer program are to reinforce the vital role of contingency contracting in contingency operations, to provide a realistic training opportunity for CCOs, to reinforce the use of the commercial credit card program, and to improve coordination of unit contracting/purchasing support. The primary mission of the IRCOM Directorate of Contracting (DOC) is obtain supplies and services for the best value and to insure that those supplies and services are delivered when and where the customer requires them. At no time should meeting the real-world requirements of the unit be jeopardized by the training goals of the contingency contracting program.

The IRCOM Directorate of Contracting (DOC) will provide contracting/purchasing support to units on an exception basis. The IRCOM DOC will not provide any support for purchases that qualify for the commercial credit card program. IAW FORSCOM Regulation 350-50-1 and the unit deployment order, units will deploy a contingency contracting officer (CCO (FA97) or an officer designated to perform the duties of the CCO). At a minimum, the CCO should be on site five working days prior to, and subsequent to each rotation. The DOC will provide a suitable furnished office space, telephone, and access to a Standard Army Automated Contracting System (SAACONS) terminal.

The IRCOM DOC will consider the CCO the principal point of contact/coordination for all contracting support requested by and provided to the rotation unit. Ideally, rotation units will use the CCO to manage its purchasing/contracting activities. If the rotation CCO does not have a contracting warrant the IRCOM DOC will provide that support and the role of the CCO, for those particular actions, will be that of a supporting contract specialist. Ultimately, IRCOM DOC's role is not to direct the rotation how to manage or execute its purchasing/contracting, but to assist, when necessary within the guidance provided above.

The CCO submits their request to IRCOM Directorate of Resource Management (DRM) on or before their arrival to the Mojave. DRM will furnish

the Purchase Request and commitments (PR&Cs) to the IRCOM DOC if requirements are needed prior to the CCO's arrival. The IRCOM DOC will award requirements needed prior to the CCO's arrival. When the CCO arrives, IRCOM DOC will furnish copies of the awards made in support of the rotation to the CCO. The CCO must bring a cardholder for all requirements under \$2500. If the CCO does not have knowledge on the use of the Standard Army Automated Contracting System (SAACONS), IRCOM DOC will train the CCO and provide assistance as necessary. CCO's shall provide the Chief, Contracting Division with name, grade, telephone, fax number, e-mail address, unit of assignment, and other information necessary to contact the CCO after departure concerning issues that may arise after their departure.

IRCOM DOC has a variety of requirements contracts (i.e. portable latrines, fax and copy machines, portable lights sets, stake bed trucks) available to the CCO for issuance of delivery orders. However, only the IRCOM DOC will place delivery orders against the requirement contract for portable latrines (porta-potties).

The CCO is responsible for coordinating the issue and turn-in of all equipment

received under maintenance/lease agreements.

The CCO and IRCOM DOC are the only personnel authorized to contact the vendor to perform maintenance on leased equipment. If leased equipment needs maintenance, the rotation is responsible to notify the CCO to contact the vendor. Rotation is responsible to furnish the IRCOM DOC a copy of the report of survey prior to leaving for any damages to leased equipment.

The CCO will participate in executing "Scenario Requirements" during the two week period between issue and turn-in. These "Scenario Requirements" will provide the CCO with additional experience in responding to various contracting issues.

Postal Services

Deploying Brigade will ensure that all mail clerks and handlers are qualified, have required clearances and have appointment letters in their possession. To ensure all NTC requirements are met contact Director of Information Management (DOIM) Administrative Service Branch DSN 470-4490.

The United States Postal Service (USPS) has placed a mail drop box in the RUBA for the soldiers' use during training. Outgoing mail deposited in the drop box will be collected daily. USPS personnel will be in a marked USPS vehicle and have proper identification. When stopped by security personnel, the identification of the USPS personnel will be confirmed and the vehicle allowed to proceed without delay. The vehicle will not be searched.

Appendices

Appendix 1 NTC RSO&I Checklist

ADVON Responsibilities	Yes	No	N/A
<u>ASL Draw (IAW 31st Maint. Co.)</u>			
1. Draw SARSS			
● Site Survey			
● Inventory ASL			
● PMCS ASL Vehicles			
5. Receive Class IX Brief From NTC MMC			
CINC:			
<u>SAMS Draw (IAW NTC CSS-AMO)</u>			
CINC:			

<u>PLL/ULLS-G Draw</u>			
1. Draw ULLS Boxes			
2. Inventory PLL			
3. ULLS Gunnery			
CINC:			
<u>DRAW YARD</u>			
1. Receive Draw Brief From Contractor			
2. Sign for Tool Crib, QSS, & Pubs Library			
3. Sign For BII & Secondary Load Box Cars			
4. Sign for Draw Building			
5. PMCS Early Draw Vehicles			
6. Draw Early Draw Vehicles			
7. Grid Confirmation			
8. Sign for Draw Yard			
9. PMCS Main Draw Vehicles			
10. Draw Vehicles			
11. Turn Draw Yard Back Over To Contractor			
CINC:			

<u>RUBA Transfer</u>			
CINC:			

<u>Establish Supply Accounts</u>			
CINC:			
<u>Rail OPS</u>			
1. Rail Offload Prep			
<hr/> Coordination of Surface Transport to Irwin <ul style="list-style-type: none"> ● Coordination of Intermodal Transport 			
<ul style="list-style-type: none"> ● Environmental Restrictions and Safety 			
<ul style="list-style-type: none"> ● Rail Crew Billeting 			
6. Rail Crew Feeding			
7. Rail Tools Line Hauled in			
8. Railhead clean up and clearing			
CINC:			
<u>Receive Main Body</u>			
CINC:			
RSO&I Responsibilities			
<u>Weapons Draw</u>			
1. Draw Track Weapons			
2. Draw Crew served Weapons			
CINC:			

<u>Draw Yard</u>			
1. BII Draw			
2. Prepare 026/003 Report for RSOI Brief			
3. Receive AOAP Class			
4. Draw Classes of Supply			
CINC:			
<u>Prep For Redeployment</u>			
1. Redeployment Conference			
2. Regeneration Orientation Brief			
CINC:			

Appendix 2 – Local Purchase Procedures

1. General: Local Purchase is the procedure used at NTC to obtain repair parts through the "Host Nation Support". During regeneration, the rotational unit will process all Local Purchase requests through the NTC Local Purchase Office. Items to be requested through Local Purchase must be identified as early as possible during the regeneration phase. Most items requested through Local Purchase are delivered to Bldg. #868 by FedEx or UPS delivery however; FedEx and UPS **do not** deliver on weekends (Saturday and Sunday). Additionally, most Barstow and local vicinity vendors are only open until noon on Saturday for placing orders and do not ship or deliver requested items until the next business day. Because of these restrictions, it is strongly recommended that items be identified and processed for Local Purchase NLT regeneration day two (Tuesday).

2. Requirements: No item being requested will exceed the purchase price of \$2,500.00 per item. Hydraulic cylinders and electrical components will be removed from the equipment and turned over to the NTC Local Purchase Office for rebuild vs. purchasing the complete component. Only in the event that the item is damaged to the extent that it can not be rebuilt, will complete components be requested. Items needed for the: FLU-419, D7, MW24, M916, M1000, M870, M4K, RTFL and M10A will immediately be identified for Local Purchase. "Unserviceable Recoverable" items replaced by an item received through Local Purchase will be turned-in through the rotational units' RICL process. Under no circumstances will recoverable items be placed in Trash receptacles or disposed of through Scrap Metal Turn-in. All items being requested through Local Purchase must qualify as one of the following circumstances:

a. The item is Non-Stocked or ASL 0-Balance on the installation. "Item is needed for immediate use and can not be procured in a time frame to facilitate accomplishment of the mission."

b. The item is not available through the Army's Wholesale Stock or Army War Reserve Stock. "Item is only available through commercial procurement."

c. Installation assets can not fabricate the item. "Fabrication exceeds installation capabilities and must be procured through commercial vendor."

3. Procedures:

a. The rotational unit PLL Clerk will place all items on valid requisition through the ULLS Class IX process for each piece of equipment and print an up-to-date DA Form 5988E which will be attached to the NTC Local Purchase Request Form.

b. Each part being requested through Local Purchase will be queried against the current month FedLog with particular attention being placed on "AAC" codes, Inter-changeable & Substitute information and FedLog Cost data. FedLog data will be printed for each item being requested and attached to the NTC Local Purchase Request Form.

c. The rotational Local Purchase representative will review each request form and ensure each item meets the requirements as outlined in

paragraph (2). He will also ensure that the rotational MMC manager has exhausted every possible means to have the item repaired on the installation or received through the Class IX system, including "Depot Expedite" action, LAO assistance and FORSCOM Material Management Center (FMMC) assistance. FMMC only has the capability of recognizing SARSS UICs and DODAACs. If the items are available through FMMC, the rotational SARSS site will be required to submit the request to FMMC for processing. Note: The FMMC manager is located in the same building as the NTC Local Purchase Office, Bldg. #868 ext. 4-4994.

d. Once steps "a" through "c" have been accomplished, the rotational Local Purchase representative will fill out the NTC Local Purchase Request. When entering the Rotational Document Number, the same DODAAC and Document Number assigned on the equipment's DA Form 5988E will be annotated.

e. The rotational Local Purchase representative will take the NTC Local Purchase Request Form, with the attached DA Form 5988E and FedLog print, to the NTC REGEN Administration Office, located in RUFMA KSPAN 04, ext. 4-3908/4746/3615, for review and processing.

f. Commencing on REGEN Day One, the BCT leadership will be provided the NTC Local Purchase Status Report at the TSC Daily Morning Regeneration Briefing by the MMC Local Purchase Office. The status report will include all items that have been requested, estimated delivery dates, received dates, and who received the item.

MMC SUPPORT OPERATIONS

LOCAL PURCHASE REQUEST

PART INFORMATION:

NSN: _____ PART #: _____

NOUN: _____ QTY: _____

UNIT PRICE: _____ TOTAL PRICE: _____

END ITEM IDENTIFICATION:

MAKE: _____ MODEL: _____

SN#: _____ NTC ADMIN#: _____

ROTATION BUMPER#: _____ DS WO#: _____

TM#: _____ PAGE#: _____ ITEM#: _____ FIG#: _____

REQUESTOR INFORMATION:

UNIT: _____ SECTION: _____

NAME: _____ PHONE#: _____

ROTATIONAL DODAAC & DOCUMENT #: _____

UNIT DOCUMENT #: _____

RETURN COMPLETED FORM TO: MMC SUPPORT OPERATIONS

BLDG#: 868

NTC LOCAL PURCHASE SECTION

ATTN: STEVE KIST: PHONE 4-3922

Appendix 3 – NTC Reconstitution Checklist

Parking Plan/RUFMA setup	Yes	No	N/A
CINC			
Concept of Operations			
<u>RUFMA Parking Plan (IAW ITT)</u>			
1. Armor line (specific unit positions)			
● Infantry line (specific unit positions)			
● Field Artillery line (specific unit positions)			
● Engineer line (specific unit positions)			
● FSB area			
● MSB area			
● DIV Slice area			
● Track changing area			
● Medical support area			
<u>Tool Crib, QSS</u>			
1. CINC			
● Accountability procedures			
● Cleaned-up & turned over to ITT			

<u>K-Span 4 office utilization</u>			
<u>Washrack</u>			
1. CINC			
2. Unit use schedule (Part of synch matrix)			
3. Environmental restrictions (No solvents!)			
4. Cleaned up & turned over to ITT			
<u>Weapons Cleaning facility</u>			
1. CINC			
<ul style="list-style-type: none"> ● DS Maintenance team responsibilities 			
<ul style="list-style-type: none"> ● Tool requirement 			
<ul style="list-style-type: none"> ● Unit use schedule (Part of synch matrix) 			
<ul style="list-style-type: none"> ● Environmental restrictions and safety requirements 			
<ul style="list-style-type: none"> ● Clean-up & turn back to ITT 			
<u>Recycling Point</u>			
1. CINC			
<ul style="list-style-type: none"> ● Area layout 			
<ul style="list-style-type: none"> ● Environmental restrictions 			
<ul style="list-style-type: none"> ● Clean-up & turn back to ITT 			

<u>20-Ton Crane</u>			
1. Safety			
● Usage			
● Clean-up & turn back to ITT			
Method for Senior Leader oversight			

Ammunition Turn-in	Yes	No	N/A
CINC			
Concept of Operations			
<u>FASP</u>			
1. Turn-in schedule			
● Ammunition inspection			
● Residue inspection			
● Separation procedures			
● Re-packaging			
● QA/QC			
● Transfer to ASP			
● Detail personnel			
● Life Support Requirements			
<u>ASP</u>			

1. Detail requirements (minimum 25 soldiers)			
● Soldier Life Support			
● Inspection			
● Re-packaging			
● QA/QC			
● Turn-in schedule			
<u>Considerations</u>			
1. Overtime			
● Use of Prepo vehicles during REGEN			
● Safety			
<u>Method for Senior Leader oversight</u>			

MILES	Yes	No	N/A
CINC			
Concept of Operations			
1. Turn-in schedule			
● Detail personnel			
● Accountability procedures			

Considerations			
1. Overtime			
● Rail outload schedule			
● Bulk versus by unit (individual MILES)			
Method for Senior Leader oversight			

Commo Equipment	Yes	No	N/A
CINC			
Concept of Operations			
1. Turn-in schedule			
● Detail personnel			
● Maintenance requirements			
● Accountability procedures			
Considerations			

1. Overtime			
● Bulk versus by unit			
● DS maintenance personnel availability			
Method for Senior Leader oversight			

Crew Served Weapons	Yes	No	N/A
CINC			
Concept of Operations			
1. Turn-in schedule			
● Cleaning Facility Usage schedule			
● Maintenance requirements			
● DS Maintenance personnel			
● Accountability procedures			
Considerations			

1. Overtime			
● Bulk turn-in versus by unit			
Method for Senior Leader oversight			

BII Boxcars	Yes	No	N/A
CINC			
Concept of Operations			
1. Turn-in schedule			
● Inventory procedures and inspections			
● Replacement actions			
4. Adjustment and Report of Survey Actions			
Considerations			
1. Overtime			
● Replacement of lost, broken, or unserviceable items			

Method for Senior Leader oversight			

Secondary Load	Yes	No	N/A
CINC			
Concept of Operations			
1. Turn-in schedule			
● Detail personnel			
● Accountability procedures			
● Repairable or code out procedures			
Considerations			
1. Overtime			
● Replenishment of lost, broken, or unserviceable items			
Method for Senior Leader oversight			

Rail Outload	Yes	No	N/A
CINC			
Concept of Operations			
<u>Establishment of loading priority (Synch with de-MILES)</u>			
<u>Convoy requirements</u>			
1. Staging at Irwin Military City			
● Maps			
● Food & water			
● Maintenance support			
● Licensed drivers			
● Security of secondary loads			
● Transportation of HAZMAT			
<u>HET support (if required)</u>			

<u>Staging Plan at Yermo</u>			
<u>Detail personnel: 150 - 250 (mission dependent)</u>			
<u>Tool Requirements</u>			
<u>Safety equipment requirements</u>			
<u>Life Support</u>			
a. Feeding support			
b. Fueling support			
c. Medical support			
d. Bivouac requirements			
e. Contract equipment (lighting, etc.)			
<u>Commo plan</u>			
a. Interface with MCC at Yermo			
b. Coordinated for rail team leaders			
c. Interface with MCC operations at Irwin Military City			
d. Fax/Copier/Telephone requirements			
<u>Shuttle bus operations (if required)</u>			
<u>Paperwork requirements</u>			
Method for Senior Leader oversight			

Air Outload	Yes	No	N/A
CINC			
Concept of Operations			
<u>JA/ATT or SAAM</u>			
a. <u>Vehicles</u>			
1. Convoy requirements			
. Staging at Irwin Military City			
● Route designation and maps			
● Food & water			
● Maintenance support			
● Licensed drivers			
● Security of secondary loads			
● Staging Plan at SCIA (if required)			
2. Personnel Requirements			
. Airload planners			
● Hazardous Cargo certification			
● Operators			
● Life support arrangements			
● Manifest requirements			
b. <u>Aircraft</u>			

1. Equipment requirements			
. Maintenance requirements prior to upload			
● Refueling requirements			
● Services from World Service West			
1. Personnel requirements			
. Airload planners			
● Hazardous Cargo certification			
● Flight Crew			
● Maintenance personnel			
● Life support arrangements			
● Manifest requirements			
<u>Commercial air operations</u>			
. Bus requirements			
● Baggage truck requirements			
● LNO at SCIA			
● Baggage detail requirements			
● Manifest requirements			
● MCC Air Section requirements			
<u>Transportation of HAZMAT</u>			
. Air - Hazardous Cargo certification			

● Surface - Compliance with CFR 49			
<u>Safety concerns</u>			
<u>Commo plan</u>			
. Interface with MCC at SCIA			
● Interface with MCC operations at Irwin Military City			
● Fax/Copier/Telephone requirements			
Method for Senior Leader oversight			
DSA Clearance	Yes	No	N/A
CINC			
Concept of Operations			
<u>CL I</u>			
. Repackaging			
● Inspection procedures			
● Turn-in requirements			
● Detail personnel requirement			
<u>CL II/IV</u>			
. Reconfiguration into issue sets			

● Replenishment of push package			
● Detail personnel requirement			
<i>CL III(P)</i>			
. Reconfiguration into issue sets			
● Replenishment of push package			
● Detail personnel requirement			
● Turn-in criteria (dented cans, illegible labels, etc.)			
● Environmental concerns			
Concerns			
. Time restriction for turning DSA over to follow-on rotation			
● Accountability procedures			
● Overall personnel requirements			
● Leasing of commercial forklifts versus using HS or Prepo vehicles			
Method for Senior Leader Oversight			

Prepo Fleet Vehicle turn-in	Yes	No	N/A
CINC			
Concept of Operations			
<i>Sequence of events</i>			

1. Download of equipment at Four Corners			
● Washrack operations			
● Offload of personal gear, returned to RUBA			
● Parking assignment			
● Initial PMCS (by crew)			
. Thorough T/I using NTC Checklist (2404 Overprint)			
. Order all required 02 parts			
● Hang parts / repair NMC faults			
● Replace air filters			
1. Joint inspection with ITT			
. Thorough T/I using NTC Checklist (2404 Overprint)			
. Validation of NMC faults			
● Identify additional NMC faults (if necessary)			
● Ensure all required 02 parts are on order with good status			
● Hang parts / repair NMC faults			
1. Final QA/QC Inspection			
. FMC Equipment, 5988-E, good AOAP results, NTC Checklist including Safety			
. Road test to get vehicle to operating temperature			

● Thorough T/I using NTC Checklist (2404 Overprint)			
● Validation that equipment/vehicle is FMC			
● Quick Fix area			
1. Vehicle returned to ITT control			
● ULLS-G/PLL Turn-in			
. Unit availability report to Fleet Manager			
. PLL download at building 808			
● Turn-in reconciliation reports			
● Replenishment			
1. Automation			
1. Walk-Thrus			
10) Report of Survey Actions			
Considerations			
. Proper personnel remain through REGEN (Mechanics, crew, STAMIS operators)			
● Required tools and diagnostic equipment remain throughout REGEN			
● Maintenance management - plan to stay automated			
● Avoidance of overtime			
● Green Tab involvement in RUFMA			
● Plan to control turn-in of recoverables			

● Push-package (recommended by MMC)			
Method for Senior Leader oversight			

AOAP	Yes	No	N/A
CINC			
Concept of Operations			
. Receive listing from ITT o/a D+4			
● Collection methodology in the field			
● Tracking mechanism with goal of 100% initial samples turned in by TD 13			
● Tracking mechanism to avoid double (unnecessary) sampling			
● Tracking mechanism to ensure required resamples are done quickly			
Considerations			
. Paperwork with samples			
● Prevention of AOAP results holding up turn-in			
● Lab turn around time			
Method for Senior Leader oversight			

Appendix 4 – Requesting ASL 0 Balance Items from Contractor Shop PLL Procedures

1. General: Regeneration time constraints seriously hamper the receipt of repair parts in a timely manner when the item being requested is ASL 0 Balance or ASL Non-Stock (NSL). Inventory reduction requirements and dollar limitations no longer allow for robust ASLs in today's Army. In an effort to counter balance these shortfalls and simulate a Theater of Operation's ability to provide critical repair parts needed to regenerate Combat Power, the TSC has developed systems that allow for Class IX Total Asset Visibility within NTC. Additionally, tracking and accounting for dollar costs to replenish these items, when consumed for use by rotational units, and attributing those costs to each rotation has been developed. During Regeneration, the TSC provides rotational units the ability to request ASL 0 Balance and NSL items from the Contractor's Shop PLL if they are stocked and available. Keep in mind that these items will be charged to the rotational unit at the appropriate pro-ration, as established by the MMC Rotational Billing Section, during the final billing process.

2. Requirements: The Rotational Support Operations Section will request the TSC Regeneration Office to conduct a query of the Contractor's Shop PLL and NTC DS Shop Stocks and Bench Stocks. Organizational and/or DS level NMC repair parts must be on valid requisition and zero balance or NSL at the Rotational ASL/PLL's and the Installation ASL Warehouses.

3. Procedures:

a. The rotational unit PLL Clerk will generate an up-to-date DA Form 5988E for the equipment requiring the repair part. The DA Form 5988E will reflect all outstanding parts requirements, parts received but not installed and valid supply status.

b. The equipment DA Form 5988E's will be consolidated and reviewed by the Rotational Support Operations Section (SPO). The Rotational SPO section will identify items meeting the requirements of paragraph (2) and signify verification by highlighting the items that are either ASL 0 Balance or Non-Stocked.

c. The Rotational SPO representative will deliver the consolidated group of DA Form 5988E's to the TSC Regeneration Office between the hours of 0800 and 1000 daily for processing.

d. The TSC Regeneration Section will query the DA Form 5988E's and identify items that are stocked by the contractor or the NTC DS Shop Stocks and Bench Stocks. Those items will be entered into the Regeneration Computer's "Daily ASL 0 Balance or NSL Needed for Vehicles File." After all qualified items have been entered, the file will be printed for use in requesting those items from the alternate locations.

e. The TSC Regeneration section representative will take the "Daily ASL 0 Balance or NSL Needed for Vehicles" request log to the appropriate source for processing and issue of available stock. All items issued by the alternate source will be signed for and returned to the TSC Regeneration Office for receipt processing and issue to the Rotational SPO Section.

f. The Rotational SPO representative will sign for all parts issued from the alternate sources and distribute them to the unit that is in possession of the equipment.

g. The rotational unit PLL Clerk will tag the part for the equipment and request cancellation of the original requisition. **Note:** Failure to request cancellation for the part received through an "Alternate Source Request" will generate "EXCESS" and increase the workload on the unit.

h. The TSC Regeneration Office will annotate all parts received, through the "Alternate Source Request", on the "Daily ASL 0 Balance or NSL Needed for Vehicles File" and save the data for forwarding to the MMC Rotational Billing Section upon closure of the rotational regeneration process.

i. The TSC Regeneration Office will submit the "Daily ASL 0 Balance or NSL Needed for Vehicles" request logs to the MMC Rotational Billing Section, within five working days after the closure of the rotational regeneration process, for incorporation into the rotational billing process

Appendix 5 – TSC Long ESD Acceptance Procedures

1. General: During regeneration, situations will occur where a repair part has a long estimated shipping date (ESD) from Depot. There are many preventative measures the rotational MMC must take to ensure this situation is kept to the absolute minimum. In order for the rotational units to be successful in regeneration, early identification and requisitioning of needed repair parts are the cornerstones to repairing the equipment to the

"FMC Ready for Issue" condition required by NTC. Understanding that the Class IX system is not perfect, the TSC DCL has established procedures for acceptance of equipment where validated long ESDs are affecting the unit's ability to repair the equipment to the FMC "Ready for Issue" condition. Long ESD is defined by NTC as: not available or repairable on the installation, not available through Local Purchase, unable to "Expedite from Depot", LAO unable to locate or prioritize for shipment, not available through the NTC FMMC, or not received and installed before the regeneration end date agreed upon between the BCT Commander and the Deputy Commander for Logistics.

2. Requirements: Prior to requesting TSC acceptance approval, for equipment having validated long ESDs from Depot, the rotational MMC will ensure all other sources have been exhausted. Only items that are not available through the installation Class IX assets, through local purchase, from "Expedite Request", by LAO assistance or from the NTC FORSCOM Material Management Center (FMMC) will be processed for TSC Long ESD Acceptance. The TSC Regeneration Office will verify all long ESD documents by validating the rotational document number and/or rollover document number through the Defense Logistic Agency's (DLA) NET TERM inquiry process.

3. Procedures:

a. The rotational unit will only request for "TSC Long ESD Acceptance" after the requirements of paragraph (2) have been met.

b. The rotational unit ULLS Clerk will print an up-to-date DA Form 5988E reflecting the remaining NMC faults and valid document number(s) for the part(s) required and deliver it to the rotational MMC for verification of the long ESD.

c. The rotational MMC will verify the document numbers with CTAS. If a rollover document number occurred, the rotational MMC will enter the DODAAC and document number on the equipment's DA Form 5988E. Additionally the rotational MMC will enter the ESD Date, Depot generating the ESD and Supply Status Code on the equipment's DA Form 5988E

c. The rotational unit will ensure the equipment has been repaired to the "FMC Ready for Issue" condition with the exception of the fault requiring the long ESD part. The unit representative will contact their Contractor Battalion Set Supervisor and notify him that the equipment is identified to be processed for "TSC Long ESD Acceptance". All required turn-in paperwork and documentation pertaining to the long ESD must be present at the time of notification.

d. The Contractor Battalion Set Supervisor will arrange for the equipment to be inspected by the Final Acceptance QA/QC Inspector.

e. Provided all faults, with the exception of the long ESD part, have been repaired to standard and passed the Final Acceptance QA/QC Inspection, the Acceptance packet will be brought to the TSC Regeneration Office for processing.

f. The TSC Regeneration Office will verify the long ESD document number information using the DLA NET TERM query system. Provided the long ESD is verified and confirmed, the Contractor will be directed to fill out a NMC equipment acceptance pass and process the equipment for acceptance.

g. The TSC Regeneration Office will stamp the equipment's DA Form 5988E, the status symbol of the fault pertaining to the long ESD on the equipment's NTC Acceptance Inspection Check Sheet and the equipment's Acceptance Pass "**Acknowledged Open Deadline NTC, TSC**". Additionally, the long ESD information will be entered into the Regeneration computer's "Accepted Deadline File" for the level, either Organizational or Direct Support, of maintenance that the NMC fault is repaired.

h. The Contractor Battalion Set Supervisor will give the rotational unit a copy of the Acceptance Pass and process the equipment into the receiving line for movement to either the Contractor Organizational Maintenance Shop or the appropriate NTC DS supporting shop. Equipment accepted for DS work will be escorted by a representative from the TSC Regeneration Office.

Appendix 6 – DS to DS Transfer Procedures

1. **General:** DS to DS Transfer is the procedure used at NTC to accept equipment that is NMC for DS level or above faults which exceed the rotations capability to regenerate to the "FMC Ready for Issue" condition. The title gives the impression that the equipment is going from the Rotational DS to the NTC DS however, the Contractor is actually the cornerstone to this process. Because rotational UICs and DODAACs are only temporary and not active beyond the time frame of the particular rotation, DS to DS can not be accomplished within the guidelines of current regulations. Therefore, procedures have been placed into effect to ensure the equipment is processed and properly accepted for DS repairs internal to NTC.

2. **Requirements:** Equipment having only DS or above NMC faults that exceed the rotational DS's ability to repair will be processed under the DS to DS Transfer procedure. Equipment having both Organizational and DS or above NMC faults that exceed the rotation's ability to regenerate to the "FMC Ready for Issue" condition will be accepted under "DS Fault Only" and only the DS fault identified on the DA Form 5990 (Work Order Request) will be repaired by the NTC DS facility. Equipment being processed for DS to DS Transfer is evaluated on a case-by-case basis as to why the repair exceeds the rotation's ability to regenerate to "FMC Ready for Issue". The reason can range anywhere from "MOS and Skill Levels" to "Long lead time for receipt of parts". Regardless of the reason, the TSC Regeneration Office will evaluate all DS to DS Transfer actions for approval.

3. **Procedures:**

a. The rotational DS shop officer will contact the TSC Regeneration Office, located in the RUFMA KSPAN 04, to request DS to DS Transfer for equipment that exceeds the rotational DS's capability to regenerate to the "FMC Ready for Issue" condition. The following paperwork must be presented:

1) The Contractor's QA/QC Acceptance Inspection results for the equipment, reflecting all Organizational NMC faults that have been corrected by the unit and all open Organizational NMC faults that have repair parts on valid requisition. The Contractor QA/QC Inspector will verify that all faults have been repaired and/or open NMC faults prior to any DS-to-DS action being initiated. Additionally, all DS faults, which did not exceed the rotational DS's ability, must be repaired and verified by the Contractor QA/QC Inspector.

2) A DA Form 2404 reflecting all parts, NSNs and quantities, that are required to repair the DS NMC faults that exceed the rotational DS's ability to repair.

3) An up-to-date Organizational Level DA Form 5988E for the equipment being requested for DS to DS Transfer.

b. The TSC Regeneration Office will review the DS to DS Transfer request. Provided that the requirements identified in paragraph (2) are met, approval will be granted and annotated on the equipment's DA Form 5988E "DS Fault Only". The TSC Regeneration Office will contact the appropriate Contractor Set Supervisor and inform him that the equipment is being accepted for DS to DS Transfer.

c. The Contractor Set Supervisor may phone the appropriate wheel or track shop production controller and request an ULLS DA Form 5990E (Equipment Work Order Request) for the DS or above fault needing repair. The production control clerk will process an ULLS DA Form 5990E and may FAX it to the DCL/TSC Regeneration office (380-2246). The Contractor Set Supervisor will process the DS Work Order Request with the NTC CSB DS representative, located in the DCL/TSC Regeneration Office (KSPN 04) and contact the rotational unit to initiate turn-in acceptance of the equipment.

d. The rotational unit representative and the Contractor Set Supervisor will return to the TSC Regeneration Office with the equipment's Acceptance Inspection Checklist, Contractor generated Work Order Request (DA Form 5990E) and the rotational ULLS DA Form 5988E for processing the equipment under DS to DS Transfer Acceptance.

e. The NTC CSB DS representative will review the equipment's Acceptance Inspection Checklist and verify DS faults against the equipment. Upon verification he will process the Contractor's DA Form 5990E and assign a Field SUPWON signifying that the equipment has been accepted into the NTC's DS facility for "DS Fault Only" repair. He will complete the DA Form 2405 "Open Work Order Log" and the DA Form 2407-1 or 5504-1 "Maintenance Request (Continuation Sheet)".

f. The Contractor Set Supervisor will complete the rotational equipment's Acceptance Pass Sheet annotating that the equipment is accepted NMC DS.

g. The NTC CSB DS representative will stamp the rotational equipment's Acceptance Pass Sheet "DS Fault Only" and enter all pertinent data in the Regeneration computer's Accepted DS Deadline Log. After all data has been transposed, the Acceptance Pass Sheet will be given to the Contractor Set Supervisor to have the equipment processed for acceptance.

h. After the equipment has been processed through the Contractor's BOSS Production Control Clerk, the rotational unit representative will return to the NTC Regeneration Office. A Regeneration Office representative will escort the equipment to the appropriate NTC DS facility holding area and provide the operator transportation back to the RUFMA.

i. The NTC CSB DS representative will place all required parts on valid request, through the appropriate shop office. The shop office will process the parts request within three (3) working days (from date of acceptance) and provide the TSC Regeneration Office an up-to-date copy of the SAMS 1 AHO-006 print for posting to the Regeneration computer's "Accepted DS Deadline" data base.

Appendix 7 – NTC TSC Arbitration Procedures

1. **General:** Arbitration is the process used at NTC by the Contractor or the rotational unit to resolve Acceptance Inspection NMC fault identification disagreements. Should a disagreement occur, every attempt will be made to resolve the issue with the Contractor QA/QC Inspector or the rotational unit during the time of the inspection. The Contractor QA/QC Supervisor will be readily available to evaluate the item being disputed and assess the fault. If the rotational unit still does not agree with the findings, after the Contractor QA/QC Supervisor has assessed the fault, a representative from the unit will contact the TSC Regeneration Office (located in KSPAN 04) to request a TSC Arbitration. The TSC Arbitrator's evaluation is the final call. Either the original inspection finding will be upheld or it will be revoked and both the Contractor QA/QC Inspector and the rotational unit representative will be present at the time of the TSC Arbitration.

2. **Requirements:** The TSC Arbitration process will be accomplished using the NTC Checklist, –10 PMCS standards, NTC Maintenance Policy Letters and appropriate safety regulations.

3. **Procedures:**

- a. Every effort will be made to resolve the disagreement between the Contractor QA/QC Inspector and the rotational unit during the time of the inspection.
- b. The Contractor QA/QC Inspector or the rotational unit representative will contact the QA/QC Supervisor to inspect the item being disputed and determine if it is NMC or FMC.
- c. The QA/QC Inspection Supervisor will review the equipment's NTC Acceptance Inspection Check Sheet and inspect the item being disputed. If the item is determined by the Contractor QA/QC Inspection Supervisor to be NMC, the fault will remain as noted on the NTC Acceptance Inspection Check Sheet. If the item is determined by the Contractor QA/QC Inspection Supervisor to be FMC, he will over-stamp the status symbol with "**QA/QC Pass**" signifying the issue is considered closed.
- d. If the QA/QC Inspection Supervisor upheld the fault as recorded on the NTC Acceptance Inspection Check Sheet and rotational unit still does not agree with the findings, the unit representative will contact the TSC Regeneration Office (located in KSPAN 04) to request a TSC Arbitration.
- e. The TSC Arbitrator will go to the equipment to perform the Arbitration Inspection. Both the Contractor QA/QC Inspector and the unit representative are required to be present at the time of the TSC Arbitration Inspection.
- f. The TSC Arbitrator will inspect the item being disputed in accordance with the –10 "Not Fully Mission Capable If" standards, the NTC Inspection Check Sheet standards, NTC Maintenance Policy Letter standards and applicable Safety Regulation standards to determine if the item has a NMC fault or the item is FMC.
- g. If TSC Arbitrator determines the item being disputed has a NMC fault, the fault will remain as noted on the NTC Acceptance Inspection Check Sheet. The arbitrator will stamp the NTC Acceptance Inspection Check Sheet "**Checked Unserviceable TSC MMC SPO**" signifying that the Arbitration Process has been accomplished and closed. If the TSC Arbitrator determines the item being disputed is FMC, he will over-stamp the status symbol "**Checked Serviceable TSC MMC SPO**" signifying repair of the item is not required and the Arbitration Process has been accomplished and closed.
- f. The TSC Arbitrator will return to the Regeneration Office and update the Regeneration Computer's "Arbitration File" by entering the NTC Admin Number, Model, Fault Arbitrated, Arbitration Date, and Arbitration Section that conducted the process and the results of the Arbitration.

Appendix 8 – Damaged 24V Impact Wrench Acceptance Procedures

1. General: In an effort to reduce costs associated with replacement of damaged or unserviceable 24V Impact Wrenches, the NTC has developed procedures to accommodate low cost repair, by local vendors, instead of salvage and replacement through the Class II, IV & VII account.
2. Requirements: The rotational unit commander will comply with the procedures identified in paragraph three. Failure to comply, will result in the rotational unit being charged full FedLog replacement cost (- depreciation) for any hand receipted 24V Impact Wrench that is damaged or unserviceable at time of turn-in.
3. Procedures:
 - a. Upon identification of a 24V Impact Wrench being inoperable, either through Fair Wear and Tear (FWT) or negligence, the rotational hand receipt holder or accountable officer will initiate a Report of Survey. The Report of Survey can either be a Short Survey or the standard Report of Survey.
 - b. Block nine of DA Form 4697 will reflect "Average Repair Cost". Unless otherwise directed by the Theater Support Command, Deputy Commander of Logistics, the dollar amount for "Average Repair Cost" is \$400.00 for each 24V Impact Wrench entered on the DA Form 4697.
 - c. After the unit has initiated the Report of Survey, the completed DA Form 4697 will be taken to the TSC Regeneration Office for processing. The NTC PBO will review the Report of Survey for compliance with Army Regulation 735-11 and this SOP. Provided all administrative information is correct, the TSC PBO will date Block 14 and sign Block 15 of the DA Form 4697. Additionally Block 16 will have the appropriate information entered and the NTC PBO will retain one copy of the Report of Survey.
 - d. After the NTC PBO has completed his portion of the Report of Survey, the rotational unit representative will provide the Contractor Equipment Storage Branch Manager with a copy of the Report of Survey and the damaged or inoperative 24V Impact Wrenches for Acceptance processing.
 - e. The NTC PBO will forward one copy of the report of Survey to the NTC MMC Rotational Billing Section.
 - f. The NTC MMC Rotational Billing Section will include the total cost of the Report of Survey in the rotation's final bill.

Appendix 9 – M978 and M969 Retail Storage Fuel Tank Repair Procedures

1. General: Retail storage fuel tanks on the M978 and M969 Fuel Tankers can not be welded, by rotational and installation direct support units, because of Occupational Health & Safety Administration (OSHA) and environmental constraints. A process known as purging is required prior to any type of welding being performed on these fuel tanks. NTC does not have the capabilities to perform purging IAW environmental and OSHA regulations, therefore, the TSC has developed procedures to have these items repaired through a "Sole Source" vendor, Tom's Welding. Tom's Welding is the only EPA and OSHA approved vendor within the surrounding community who is licensed to perform purging of the Army retail fuel tankers used on NTC. The rotational unit will be directed to use this vendor for repairing all cracks in the retail fuel storage tank and mounting areas on the M978 and M969 Fuel Tankers.
2. Requirements: Rotational units will prioritize the M978 and M969 vehicles as the first vehicles to be inspected. If during the rotation's inspection process, cracks are identified in the retail fuel storage tank and mounting areas, the vehicle will be identified for early evacuation to Tom's Welding. The vehicles will complete their unit level PMCS and Maintenance Verification Inspections prior to being evacuated to Tom's Welding. Transport of the vehicle is the responsibility of the rotational unit. Road Clearance will be processed through the MMC Movement Control Center (MCC) prior to movement from NTC to Barstow. The rotational Government IMPAC Cardholder will initially pay for repairs performed and full reimbursement will be given during the final billing process.
3. Procedures:
 - a. The rotational leadership will prioritize all M978 and M969 vehicles to receive their unit level PMCS and Maintenance Verification Inspection first. Particular attention will be given to inspecting the retail fuel storage tanks for evidence of leakage or structural cracks. All M978 and M969 vehicles found with these faults will be identified for evacuation and repair.
 - b. The rotational maintenance supervisor will ensure that all NMC repair parts are identified and placed on valid request prior to the vehicle being evacuated. NOTE: This will allow repair parts to be received while the vehicle is being repaired at Tom's Welding.
 - c. The rotational Support Operations Section (SPO) will immediately notify the TSC Regeneration Section of the NTC Admin #s of vehicles needing to be evacuated to Tom's Welding.
 - d. The TSC Regeneration Section will contact Tom's Welding, phone # (760) 256-3452/8258, to coordinate for repair of the tankers. Once coordination has been made, the TSC Regeneration Section will notify the rotational Support Operation Section (SPO) to have the equipment evacuated to Tom's Welding.
 - e. The rotational SPO will request road clearance from the NTC MMC Movement Control, Center, phone # 4-4977 and notify the units of the scheduled time and date the equipment will be evacuated to Tom's Welding.
 - f. Tom's welding will notify the TSC Regeneration Section when jobs are completed and coordinate to have the equipment picked up by the rotational unit.
 - g. The TSC Regeneration Section will notify the rotational SPO that the equipment is ready for pick up.

- h. The rotational SPO will request road clearance from the NTC MMC Movement Control, Center for return of the vehicles from Barstow to NTC and notify the units of the scheduled time and date the equipment will be picked up from Tom's Welding. NOTE: The rotational Government IMPAC Cardholder is required to be present at the time of pick up for payment of the repair invoice. Tom's Welding will not release the equipment until payment of the repair invoice has been accomplished.
- i. Upon return to the Rotational Unit Field Maintenance Area (RUFMA), the equipment will be repaired to "FMC Ready for Issue" condition and processed for acceptance.
- j. The rotational Government IMPAC Cardholder will provide a copy of the paid invoices to the TSC Regeneration Office.
- k. The TSC Regeneration Office will consolidate the paid invoices and forward them to the MMC Rotational Billing Section for full reimbursement during the final billing process.

Appendix 10 – Cost Out Procedures

1. General: Cost Out is the process used by NTC to recoup repair parts and contractor unscheduled man-hour labor costs for equipment not returned "FMC Ready for Issue" by rotational units during their regeneration process. The process calculates repair parts cost and remaining estimated man-hours of labor required to return the piece of equipment to the "FMC Ready for Issue" condition. Repair parts costs are calculated for items not placed on valid requisition by the unit and are pro-rated IAW the formula established by the MMC Rotational Billing Office. Remaining man-hours required to return the piece of equipment to the "FMC Ready for Issue" condition are calculated based on the Maintenance Allocation Chart from the applicable Technical Manual and are charged under the loaded labor rate of \$31.18 per hour. Cost Out will be performed by the contractor IAW CDRL C.5.12-28, Contract No. DAKF04-96-C-0012 (Modification P00034). Units must exhaust every means possible to regenerate equipment to the "FMC Ready for Issue" condition in order to keep their rotational bill at the lowest possible level.

2. Requirements: Equipment not regenerated to "FMC Ready for Issue" condition and having organizational level NMC repairs remaining will be processed for "Cost Out". Cost Out will be charged to the rotational unit as part of the billing process. Direct Support and higher NMC repairs will not be included in the Cost Out calculation.

3. Procedures:

- a. The rotational unit PLL Clerk will generate an up-to-date DA Form 5988E for the equipment to be inspected. The DA Form 5988E will reflect all outstanding parts requirements, parts received and not installed, valid supply status for all due-in parts and all known NMC faults.
- b. The contractor QA/QC inspector will inspect the equipment for "Cost Out" using the original NTC Acceptance Inspection worksheet and all NMC faults remaining on the equipment at the time of the "Cost Out" inspection will be identified.
- c. The rotational unit representative will be given the opportunity to review the "Cost Out" inspection results for accuracy and place his/her pay roll signature in the "Maintenance Supervisors" block 9a of the NTC Inspection Checklist. By doing so, the unit representative has acknowledged that the inspection results reflect the true condition of the equipment for "Cost Out". In the event the unit representative disagrees with the "Cost Out" inspection results, the NTC Regeneration office will be notified. Regeneration for the "Cost Out" inspection will be performed IAW established Regeneration standards.
- d. Once the equipment has been processed for acceptance under the "Cost Out" process it will be given an equipment pass and accepted as Organizational NMC by the contractor.
- e. The contractor will complete "Cost Out" calculations NLT 14 days after the final closure date of the rotational regeneration process and submit a "Cost Out Data Report", IAW CDRL C.5.12-28, to the MMC Installation Support Office for review and processing. The Contractor "Cost Out Packet" for each piece of equipment will include:
 - 1) The rotational DA Form 5988E with all parts identified that are on valid request
 - 2) The Contractor DA Form 5988E with all parts identified as needed in addition to the rotational items on valid request.
 - 3) The Contractor "Man-Hour Remaining Sheet" that reflects the total Man-Hours remaining to repair the equipment to the "FMC Ready for Issue" condition. Man-Hour calculations will be IAW the Technical Manual Maintenance Allocation Chart (MAC).
- f. The MMC Installation Support Office will review the Cost Out Data Report for accuracy and submit a finalized report to the MMC Rotational Billing Section.
- g. The MMC Rotational Billing Section will use the information contained in the "Cost Out Packet" as the basis to charge the rotational unit for equipment accepted under the "Cost Out Process" in the final billing process.

Appendix 11 –Turn-In of the SAMS 1 System Procedures

1. General: SAMS 1 automation systems must be returned to the MMC CSS AMO in an operable and clean condition. The rotational CSS AMO is responsible for automation support from the time the rotational unit signs for the equipment until the equipment is returned to the custody of the MMC CSS AMO. SAMS 1 is workhorse for the DS side of the regeneration process and must remain in operation until deemed no longer necessary by the TSC DCL. As the primary system for DS management procedures the SAMS 1 will require cleaning and several reports to be printed prior to turn in.

2. Requirements: The rotational SAMS 1 sites will not begin the turn-in process until directed to do so by the TSC Regeneration Office. The equipment will be clean and properly stored in the transit case. Any hardware or software failures, not corrected by the rotational CSS AMO, will be identified prior to the equipment being turned in.

3. Procedures:

a. The rotational SAMS 1 site will process the AHO-006 report on a daily basis and perform a "Daily Inop Transfer" to the rotational SAMS 2 site at time designated by the rotational MMC Support Operations Officer (SPO).

b. The rotational SAMS 1 system will remain fully operational throughout the regeneration process. Under no circumstances will the rotational SAMS 1 be prepared for turn-in until directed by the TSC Regeneration Office to do so.

c. Upon notification from the TSC Regeneration Office, the rotational SAMS 1 site will begin the turn-in process by performing the following processes in sequence:

1) The SAMS 1 clerk will create a full systems back up. Note: The full systems back up will be given to the MMC CSS AMO at the time of turn-in.

2) A SAMS 1 will print the current "AHO-006 Print", "Open DCR" and "Closed DCR".

3) The SAMS 1 Clerk will request "AC1" of all open requisitions and process a "SAMS to SARSS Supply Transaction Disk".

4) After items (1) through (3) have been accomplished, the SAMS 1 Clerk will close all open Work Orders and turn-in the print outs and transaction disk to the TSC Regeneration Office.

d. Upon receipt of the print outs and transaction disk, the TSC Regeneration Office will clear the rotational SAMS 1 for turn-in to the MMC CSS AMO Office.

e. At the designated date and time, the rotational unit will transport the rotational SAMS 1 system to the MMC CSS AMO Office, located in bldg. # 859 for turn-in. The system will be placed into operation and inspected to ensure operation and cleanliness compliance. Failure to meet the previous mentioned requirements will result in the equipment being rejected for acceptance. After faults identified during the acceptance inspection have been corrected, the system will be accepted by the MMC CSS AMO. The MMC CSS AMO will clear the rotational unit's hand receipt and annotate, on the rotational unit's clearing paper, "SAMS 1 System Cleared".

Appendix 12 –Turn-In of the SAMS 2 System Procedures

1. General: SAMS 2 automation systems must be returned to the MMC CSS AMO in an operable and clean condition. The rotational CSS AMO is responsible for automation support from the time the rotational unit signs for the equipment until the equipment is returned to the custody of the MMC CSS AMO. SAMS 2 is an integral part of the regeneration process and must remain in operation until deemed no longer necessary by the TSC DCL. As a management level system the SAMS 2 will require very little effort, other than cleaning, prior to turn in.

2. Requirements: The rotational SAMS 2 site will not begin the turn-in process until directed by the TSC Arbitration Office to do so. The equipment will be clean and properly stored in the transit case. Any hardware or software failures, not corrected by the rotational CSS AMO, will be identified on a DA Form 2404 (Equipment Inspection and Maintenance Work Sheet) prior to the equipment being turned in.

3. Procedures:

a. The rotational SAMS 2 site will process the AHO-003 report on a daily basis for use during the morning TSC DCL daily regeneration meeting. The TSC DCL requires three copies, of the AHO-003 report be processed and distributed. One copy will be placed in the BCT Brigade XO's regeneration briefing book, one copy will be placed in the TSC DCL's regeneration briefing book and the third copy will be given to the TSC Arbitration Office prior to 0830 hours daily.

b. The rotational SAMS 2 system will remain fully operational throughout the regeneration process. Under no circumstances will the rotational SAMS 2 be prepared for turn-in until directed by the TSC Arbitration Office to do so.

c. Upon notification from the TSC Arbitration Office, the rotational SAMS 2 site will begin the turn-in process by creating a full systems back up. The full system back up will be give to the MMC CSS AMO at time of turn-in. Additionally, the SAMS 2 system will be thoroughly cleaned and placed in the proper transit case.

- d. The hand receipt holder for the rotational SAMS 2 will contact the MMC CSS AMO NCOIC, phone 4-5537 to request a turn-in appointment.
- e. At the designated date and time, the rotational unit will transport the rotational SAMS 2 system to the MMC CSS AMO Office, located in bldg. # 859 for turn-in. The system will be placed into operation and inspected to ensure operation, cleanliness compliance and the passwords have not been changed. Failure to meet the previous mentioned requirements will result in the equipment being rejected for acceptance. After faults identified during the acceptance inspection have been corrected, the system will be accepted by the MMC CSS AMO. The MMC CSS AMO will clear the rotational unit's hand receipt and annotate, on the rotational unit's clearing paper, "SAMS 2 System Cleared".

Appendix 13 – ECOD / Repair per ECOD Procedures

1. General: Regeneration of damaged equipment is significantly more difficult than fare-wear-and-tear faults. Identifying and accounting for lost, damaged or destroyed government property is the responsibility of the chain-of-command for the individual responsible for the property at the time of the incident. AR 735-5 outlines when a Report of Survey is mandatory and the processing requirements. NTC strongly enforces AR 735-5 when accounting for lost, damaged or destroyed APS property.

2. Requirements: The TSC DCL requires a damage statement be prepared, by the rotational unit and one copy be provided to the TSC Regeneration Office, for any damage where a Report of Survey is required by AR 735-5; regardless of the dollar amount of the damage. All damaged equipment that is economically repairable, is required to be repaired to "FMC Ready for Issue" condition by the rotational unit. Equipment that is damaged, lost or destroyed, under circumstances requiring a Report of Survey IAW AR 735-5, will have an ECOD initiated. The rotational unit is required to submit a damaged equipment report (see enclosure 1) to the TSC Regeneration Office NLT 0830 hours daily throughout the regeneration process. The rotational unit, during the daily morning TSC regeneration meeting, will brief the status of equipment requiring an ECOD.

3. Procedures:

- a. Upon the discovery of lost, damaged or destroyed APS property, the individual responsible for the property will notify their chain-of-command and fill out a statement as to the circumstances surrounding the loss, damage or destruction.
- b. The rotational unit will have the ULLS Clerk submit a "Request for ECOD" Work Order Request (DA Form 5990) to their supporting rotational DS unit for all damaged equipment.
- c. The rotational DS unit will inspect the equipment and identify all items requiring repair or replacement, related to the damage, and complete the ECOD Work Order packet.
- d. The rotational chain-of-command will review the damage statement and ECOD to determine if a Report of Survey is required IAW AR 735-5. If a Report of Survey is required, the rotational chain-of-command will appoint a Survey Officer and comply with AR 735-5 requirements.
- e. After the Survey Officer has determined that the equipment is no longer need for his investigation, he will release the equipment for "repair per ECOD and or ACOD"
- f. The rotational DS unit will place all required organizational and direct support level parts on valid requisition and monitor their supply status to ensure the parts are received and installed.
- g. Upon completion of the "Repair per ECOD" by the rotational DS unit, the equipment will be returned to the unit and continue to be repaired to the "FMC Ready for Issue" condition.

Appendix 13 ECOD Checklist

THE FOLLOWING ITEMS MUST BE COMPLETED IN ORDER TO TURN-IN AN ECOD.

1. DA Form 4697 _____
2. Letter of release _____
3. A "Recoverable Parts" statement _____
4. Statement from all parties involved _____
5. Job Order from your Rotational UNIT's DS stating that the equipment was submitted for a
ECOD _____
6. DA Form 2404 from your DS stating all parts needed _____
7. DA Form 2404 from your DS stating NSN and cost of each part (Fedlog Verified) _____
8. Copy of Samms-1 AHC-006 showing Repair Per ECOD and that all parts were ordered for `repair _____
9. Bring all paper work to Arbitration Office to have all paperwork verified by a Arbitrator _____
10. Get stamp from Arbitration _____
11. Go to building # 808, see CW3 DIAZ for final stamp _____
12. Get a 5990-E from ITT _____
13. Get Job Order # from SFC FRYER at Arbitration Office _____
14. Make 4 copies of ECOD _____

NOTE: Your ITT line supervisor knows where to get all information need to complete ECOD.

Appendix 14 –Requesting Repair Parts from the NTC Class VII Yard Procedures

1. **General:** NTC does not have a Can Point therefore, parts normally requested through cannibalization are unavailable. However, under exceptional circumstances and on a case-by-case basis, the TSC has developed procedures to request items from the NTC Class VII Yard. Although not as robust as a Can Point, some parts are available under a one-for-one exchange program. Under no circumstances will any part be removed from the equipment in the NTC Class VII Yard without the unserviceable part being mounted in its place.
2. **Requirements:** Prior to requesting items from the NTC Class VII Yard the rotational MMC will ensure all other sources have been exhausted. Only items that are not available through the installation Class IX assets, through local purchase, from "Expedite Request", by LAO assistance or from the NTC FORSCOM Material Management Center (FMMC) will be requested. The TSC Regeneration Office will verify the requirement by validating the rotational document number and/or rollover document number through the Defense Logistic Agency's (DLA) NET TERM inquiry process. Once verified and provided the same end item is awaiting disposition in the NTC Class VII Yard, the TSC Regeneration Office will coordinate for access into the yard. No item will be removed, from equipment in the NTC Class VII Yard, that will involve draining fuel, oils and fluids, or will require environmental precautions.
3. **Procedures:**
 - a. Provided the requirements outlined in paragraph (2) have been met, the rotational unit will submit an up-to-date DA Form 5988E, identifying the part being requested through the NTC Class VII Yard is on valid request, to the rotational MMC.
 - b. The rotational MMC will verify that the item is not available through the installation Class IX and it is on valid request with a long ESD established by the Depot. The rotational MMC will deliver the DA Form 5988E to the TSC Regeneration Office and request for an availability check of the NTC Class VII Yard for the end item and part availability.
 - c. The TSC Regeneration Office will contact a representative from the Class VII Yard to check the availability of the end item and part required. Provided the part is available, the TSC Regeneration Office will coordinate for a date and time that the rotational unit will be escorted to the NTC Class VII Yard to perform the one-for-one exchange of the part and notify the rotational MMC for their coordination with the unit.
 - d. At the designated date and time, the rotational unit will report to the TSC Regeneration Office to be escorted to the NTC Class VII Yard. The rotational mechanic will bring all necessary tools and equipment to facilitate the removal and installation of the part requested from the equipment in the NTC Class VII Yard.
 - e. Upon return from the NTC Class VII Yard, the TSC Regeneration Office representative will enter the applicable data into the Regeneration Office computer's "Items Received from NTC Class VII Yard Log".
 - f. The TSC Regeneration Office will include the "Items Requested from NTC Class VII Yard Log" in the final report at the end of each rotation. The report will be forwarded to the TSC, DCL office within (5) working days after the end date of the rotational regeneration process.

Appendix 15 –Hose Fabrication Request Procedures

1. **General:** During the regeneration process, rotational units will place an extremely high demand on the Class IX system for hydraulic hoses, lines and fittings. Although units deploy to NTC with their own HSTRU (Hydraulic Systems Test & Repair Unit) trailer, the on hand stock is rapidly depleted and maintenance personnel must rely on the Class IX system for complete assemblies vice repairing the damaged item. The TSC has recognized that the supply policy below wholesale level, governed by AR 710-2, is not flexible enough to allow stockage of these items in the quantity and diversity required to support the demand and time line for regeneration. Therefore, in an effort to "Support the Force" and counter balance AR 710-2, the DCL/TSC has directed the NTC CSB to provide hose repair and fabrication support to the rotation during regeneration.
2. **Conditions:** Only after the rotational unit has exhausted their internal capability and the item is not available through the installation Class IX system will hose repair or fabrication be requested through the TSC Regeneration Office. The rotational unit will provide the TSC Regeneration Office the FedLog printout and the hose requiring repair or fabrication at the time of request.
3. **Procedures:**
 - a. The rotational unit ULS Clerk will generate a FedLog printout for the NSN of the hose being requested for repair or fabrication. A unit representative will take the FedLog printout and the hose requiring repair or fabrication to the TSC Regeneration Office.
 - b. The TSC Regeneration Office representative will assign a Field Work Order SUPWON and enter all data in the NTC CSB Maintenance Request Register (DA Form 2405). Additionally, the unit identity and the name of the individual requesting the hose repair or fabrication will be entered in column (e) of DA Form 2405.
 - c. A TSC Regeneration Office representative will deliver the "Internal Work Order Request" (DA Form 5504-1) and the hose to the NTC CSB Hose Fabrication Shop and request repair or fabrication.
 - d. The NTC CSB Hose Fabrication Shop will perform required actions and complete the DA Form 5504-1. Section V "Parts Requirements" will identify the "Curtis Part Numbers" for items consumed from the Bench Stock instead of the NSN or Part Number for the hose. After all actions have been completed the NTC CSB Hose Fabrication Shop will contact the TSC Regeneration Office at 4X3908/3019 or 4746 to notify them that the job is ready for pick up.
 - e. Upon notification, a TSC Regeneration Office representative will close out the "Internal Work Order Request" and return the hose to KSPAN 04 . He will enter all parts used for the repair or fabrication of the hose from the DA Form 5504-1 into the computer's "Hose Fabrication" data file and

notify the rotational MMC that the hose is available for pick up by the unit.

- f. The rotational unit will pick the hose and arrange for their maintenance support to install the hose on the equipment.
- g. At the end of the rotation's regeneration, the TSC Regeneration Office will forward the "Hose Fabrication" data file to the MMC Rotational Billing Section to have it incorporated into the end of rotation billing.
- h. The MMC Rotational Billing Section will pro-rate the cost at the appropriate rate and include the cost into end of rotation bill.

Appendix 16--Acceptance of Equipment Classified as Uneconomically Repairable

1. **General:** Equipment drawn by rotational units, that is damaged to the extent that it is classified as "Uneconomically Repairable", requires additional steps to be accepted and turned in. In light of these requirements, the TSC has established procedural requirements for turning in Uneconomically Repairable Equipment.

2. **Requirements:** The rotational unit, that signed for the equipment during RSOI, is responsible for ensuring all procedures, outlined in paragraph (3), are followed and the equipment is properly processed for return to the Contractor Property Management Section for disposition.

3. Procedures:

a. The rotational unit will ensure that the equipment has received an ECOD and Classification Inspection by their supporting rotational DS unit and all documentation has been processed through the TSC Regeneration Office for verification.

b. Report of Survey actions will be initiated by the rotational chain-of-command and processed through the TSC Regeneration Office with the Installation Property Book Office (IPBO) representative. After the IPBO has signed block (15) of DA Form 4697 and assigned a Document Number, the rotational unit will begin preparation of the equipment for the physical turn-in of the equipment

c. The rotational unit will drain all fluids, (i.e. Fuel, oils, power steering fluid, coolant, transmission fluid/oil, axle gear oil etc.) and produce a drainage statement attesting to the fact. All other equipment, that is not part of the basic Line Item Numbered (LIN), will be removed and turned in as a separate entity.

d. After all action outlined in paragraph 3(a) through 3(c) have been completed the rotational unit will notify their Contractor Battalion Set Supervisor (CBSS) for his assistance in processing the equipment for acceptance.

e. The CBSS will contact the Contractor Property Management Section (CPMS) representative and have all turn-in paperwork verified. The CPMS representative will inspect all turn-in documentation for correctness and identify any short falls. The rotational unit will correct the short falls and return to the CPMS representative for final review.

f. Provided that all turn-in documentation has been completed properly, the CPMS representative will notify the CBSS and inform him that the administrative portion has been accomplished and that the equipment is ready to be processed for acceptance.

g. The CBSS and rotational unit representative will report to the TSC Regeneration Office to process the equipment for acceptance and turn-in.

h. The TSC Regeneration Office will review all documentation and direct the CBSS to issue the equipment a NMC Organizational Deadlined Acceptance Pass. After the acceptance pass has been filled out, the TSC Regeneration Office will stamp the NTC Inspection Sheet and the equipment pass "**Uneconomically Repairable Process for Turn-in**" and enter the equipment into the Regeneration Office computer under the Accepted Organizational Deadlined file.

i. After the equipment has been processed for acceptance through the TSC Regeneration Office, the CBSS will direct the rotational unit to where the equipment will be taken. He will then process the acceptance pass with the ITT Production Clerk to have it recorded in the Regeneration BOSS Report.

Appendix 17 - Repair of Cracked Chassis Frames

1. **General:** There are several maneuver areas, at NTC, where the terrain is extremely rugged. Operators are often unprepared for negotiating the extremely rocky terrain features both during day and night operations. The mix of vehicle speed and rough terrain often results in frame damage to equipment used on NTC. Rotational Direct Support (DS) units must be prepared to perform frame repairs during the regeneration phase of the rotation.

2. **Requirements:** Rotational DS units will repair frame components In Accordance With (IAW) the Maintenance Allocation Chart (MAC) of the applicable Technical Manual (TM). Welding of any frame section must be approved by the TSC Regeneration Office Allied Trades representative prior to performing the welding repair. Rotational DS units are not authorized to perform GS and Depot level frame repair. Platform Loading System (PLS) Sub-Frame assemblies will not be welded by the rotational DS unit under any circumstance.

3. Procedures:

a. Upon request by a rotational organizational unit for frame repair, the rotational DS representative will contact the TSC Arbitration Office to request for the item to be inspected by the TSC Allied Trades representative.

b. The TSC Allied Trades representative will inspect the frame area to determine if the repair can be performed within specifications at the DS level. If he determines that the frame section is DS level to repair, he will inform the rotational DS shop supervisor and ensure the frame area is properly prepared for the welding process.

- c. The rotational DS welder will perform the repair IAW Technical Bulletins, Technical Manuals and TACOM Messages. Upon completion of the repair process, the rotational DS representative will contact the TSC Arbitration Office to request inspection and certification from the TSC Allied Trades representative.
- d. The TSC Allied Trades representative will conduct an inspection of the repaired area. Provided that the repair has been performed to specification, the TSC Allied Trades representative will stamp all copies of the DA Form 5990E "Checked Serviceable TSC MMC SPO" certifying that the frame repair has been performed within specifications. In the event that the welding repair was not performed within specifications, the TSC Allied Trades representative will "REJECT" the work and direct the rotational DS shop supervisor to re-work the job.
- e. GS and Depot level frame repairs will be accepted under the guidelines of Appendix (4) "DS to DS Transfer Procedures" of this SOP.

Appendix 18 - Regeneration Air Filter Exchange Procedures

1. **General:** Clogged air filters contribute to numerous air induction malfunctions. Due to the high volume of sand trapped in the air filters, while operating equipment on NTC, the TSC enforces air filter maintenance as a priority task during the performance of PMCS on the NTC Army Preposition Stock (APS).
2. **Requirements:** Prior to performing the initial PMCS on regeneration day zero (0), all operators are required to change the air filter(s) on their vehicle. Air filters on the (PJS) M1 Abrams Main Battle Tank and Power Generation Equipment will not be changed unless directed to do so by the Contractor Battalion Set Supervisor. Air filters will be exchanged on a one-for-one basis through the Aire-Vac activity, located at the South West edge of the RUFMA, adjacent to the Desert Shades.
3. **Procedures:**
 - a. The operator will remove the air filter from his vehicle and take it to the Aire-Vac activity for exchange on a one-for-one basis.
 - b. The operator will match the air filter with the photograph in the register and fill out a request form, located directly behind the photograph, by entering the following information:
 - 1) NTC Bumper Number of the equipment the air filter was removed from.
 - 2) Time. **Note:** Do not enter the date at this time.
 - 3) Rotational unit the equipment is being used by.
 - 4) Printed name and payroll signature of the individual exchanging the air filter.
 - 5) The last four numbers of the NSN for the air filter.
 - c. After the request form has been filled out, take it and the used air filter through the door to the right of the room and give them to the Aire-Vac representative.
 - d. The Aire-Vac representative will exchange the used air filter for a re-cleaned one or instruct the individual to return later to pick it up.
 - e. After the individual has received the re-cleaned air filter, he will enter the current date on the request form and log out. The Aire-Vac clerk will give the individual a receipt indicating that the air filter has been exchanged for a re-cleaned one.
 - f. The operator will install the re-cleaned air filter and begin his PMCS for regeneration.

Appendix 19 – Repair of Wash Racks and Contracted Support Equipment

1. **General:** During regeneration the rotational units will sign for Wash Racks from the Contractor Property Management Section and the rotational contracting officer will contract for support equipment (i.e. Steam Cleaners, Light Sets, Cranes & Fork Lifts) for use in the RUFMA. Keeping these systems in operational condition is critical throughout the regeneration process. The Prepo Fleet Contractor is not responsible for the upkeep of these systems while they are signed for or contracted for by the rotational units, therefore the TSC has established procedures for the rotational units to request repair on a 24 hour basis.
2. **Requirements:** The rotational unit is responsible for the operation, upkeep and repair of the Wash Racks and Contracted Support Equipment (WR&CSE) that are used in support of their regeneration operations. The rotational Chain-of-Command will assign a NCO as the primary and alternate points of contact for operation and repair of these items throughout the regeneration process.
3. **Procedures:**
 - a. Immediately upon identifying that there is a malfunction, the individual operating the equipment will inform the rotational WR&CSE POC as to what type of problem he has encountered.
 - b. The WR&CSE POC will contact, Johnson Controls Work Order Section @ 4-3539 for Wash Racks, or their Contracting Officer @ 4-3852 or 3853 for Contracted Support equipment, to request a work order. **NOTE:** In the event that the WR&CSE POC is told he can not submit a work order, he will inform the individual that the rotation is the temporary hand receipt holder for the equipment and identify the unit and rotation number. If the receiving individual still will not accept the wash rack work order request, the WR&CSE POC will contact Mr. Stefan @ 4-5041.
 - c. The WR&CSE POC will post a "DO NOT OPERATE" sign on the equipment and post the work order number, date requested and type of malfunction.

d. After the equipment has been repaired, the WR&CSE POC will remove the "DO NOT OPERATE" sign and notify the rotational chain-of-command that the equipment is operational.

Appendix 20 - Bulk POL Issue and Turn-in

1. PURPOSE: This Standing Operating Procedure (SOP) establishes responsibilities, policies, and procedures for the operation of the Bulk and Retail Fuel Facilities in compliance with contract requirements.
2. SCOPE: The SOP encompasses operational procedures to support Post units, Rotational units, Reserve and National Guard units, and contractors while in compliance with applicable local, state, and Federal laws. It standardizes processes and procedures to increase quality and productivity, efficiency, and achieve total customer satisfaction.
3. RESPONSIBILITIES:
 - a. Supervisor, Bulk and Retail Operations: Responsible for the management of resources to perform assigned tasks under contract DAK F04-96-C-0012. The POL Supervisor will deliver customer satisfaction by ensuring that our products and services meet the highest levels of quality.
 - b. Reports to the POL Supervisor, having auxiliary duties, ensuring all requirements are carried out in the absence of the supervisor in compliance with the contract.
 - c. POL Clerk: Primary responsibilities for administrative functions, involving preparing and maintaining petroleum stock accounting records, to include requisitioning, tabulating, and assembling all daily, weekly, and monthly reports on petroleum products.
 - d. POL Handlers: Ensure unloading operations are performed within two hours to prevent demurrage charges:
 - e. Organization: The National Training Center (NTC) Bulk / Retail Mobility Fuels Supply Points provide Class III (Bulk / Retail petroleum, oil and lubricants-POL) products to authorized NTC customers. Organization is shown below.

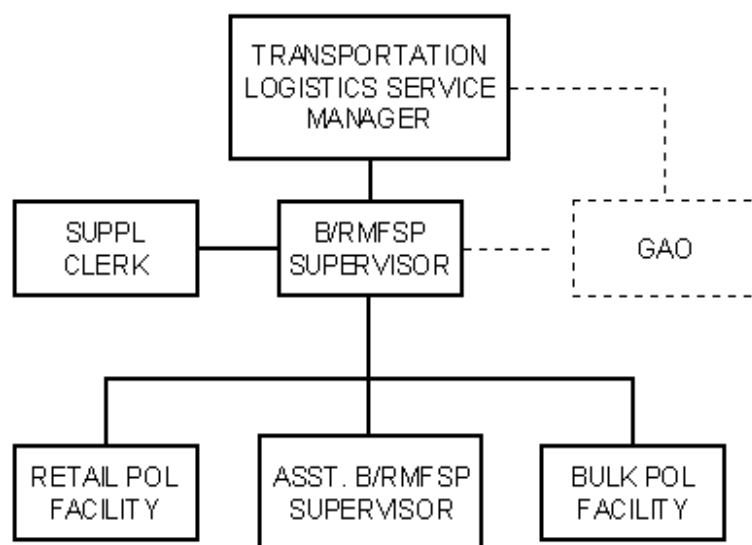


FIGURE 1, Bulk / Retail Mobility Fuels Supply Point

4. REFERENCES:

PUBLICATION TITLE

DOD 4140.25-M Procedures for Management of Petroleum Products

AR 55-38 Reporting of Transportation Discrepancies in Shipments (Chapter 2)

AR 200-1 Environmental Protection and Enhancement

AR 420-90 Fire Prevention and Protection

FM 10-18 Petroleum Terminal and Pipeline Operations

FM 10-20 Organizational Maintenance of Military Petroleum Pipelines, Tanks, and Related Equipment

FM 10-69 Petroleum Supply Point Equipment and Operations

FM 10-70 Inspecting and Testing Petroleum Products

FM 10-71 Petroleum Tank Vehicle Operations

MIL-HDBK-200 Quality Surveillance Handbook

MIL-HDBK-201 Petroleum Operations

MIL-STD-161 Identification Methods for Bulk Petroleum Products System Including Hydrocarbon Missile Fuels

MIL-STD-457 Frequency for Inspection and Cleaning of Petroleum Fuel Operating and Storage Tanks

TM 5-848-2 Storage, Distribution and Dispensing of Aircraft and Automobile Fuels

Misc. Pub 10-2 ASTM Table 5B and 6B

U.S. Army General Material and Petroleum Activity LOI, dated 17 March 1988, Subject: Quality Surveillance of Bulk Petroleum Products Purchased in CONUS

Forces Command Memorandum, FCJ4-SMS (703) dated 7 November 1989, Subject: Quality Surveillance of Operational Bulk Petroleum Storage Tanks Bulk and Retail Petroleum Supply Points External SOP for Customers

Unit Supply Update AR 710-2

DA PAM 710-2

5. OPERATIONS AND PROCESSES:

a. Hours of Operation: Monday through Sunday 7:30 a.m. to 4:00 p.m., excluding Christmas Day and New Year's Day. Provide customer service hours at the BMFSP from 7:30 a.m. to 3:30 during normal operation. The Contractor shall only provide customer service between 3:30 p.m. and 4:00 p.m. following approval by the AO or other authorized Government Representative. Provide Customer Service hours at the RMFSP from 7:30 a.m. to 4:00 p.m. during normal operation.

b. INTERFACE: The POL Branch will interface daily with internal and external activities to ensure customer services are provided on a timely and professional basis. The POL Branch will interface with the Maintenance and Supply Departments, the Government Accountable Officer, RMD, NTC Safety, and DPW Environmental Branch.

Bulk Fuel Issue: POL Handler will comply with following procedures:

1. Ensure all tanker trucks are grounded and guided in and out of the POL area.
2. Stop tanker truck drivers at the designated inspection point before any fuel is dispensed into truck.
3. POL Handlers and the tanker truck driver will inspect vehicle with checklist to ensure the vehicle is in a serviceable condition.

Bulk / Retail Fuel Receiving Procedures:

1. Bulk / Retail POL Facility will receipt for and store mobility fuels from customer turn-ins, the Defense Fuel Supply Point (DFSP), military units and commercial vendors.
2. Receiving procedures will be in accordance with AR710-2-2 and DA PAM 710-2. Receiving procedures are outlined in POL Receiving flow chart (See Tab B).

POL Accountability Process:

1. The POL Section will maintain stock record accountability for Bulk and Retail Mobility Fuels from the time of receipt until time of issue.
2. The POL Supply Clerk will tabulate all inventories for order recommendations to the GAO before 0800 for assurance of next day

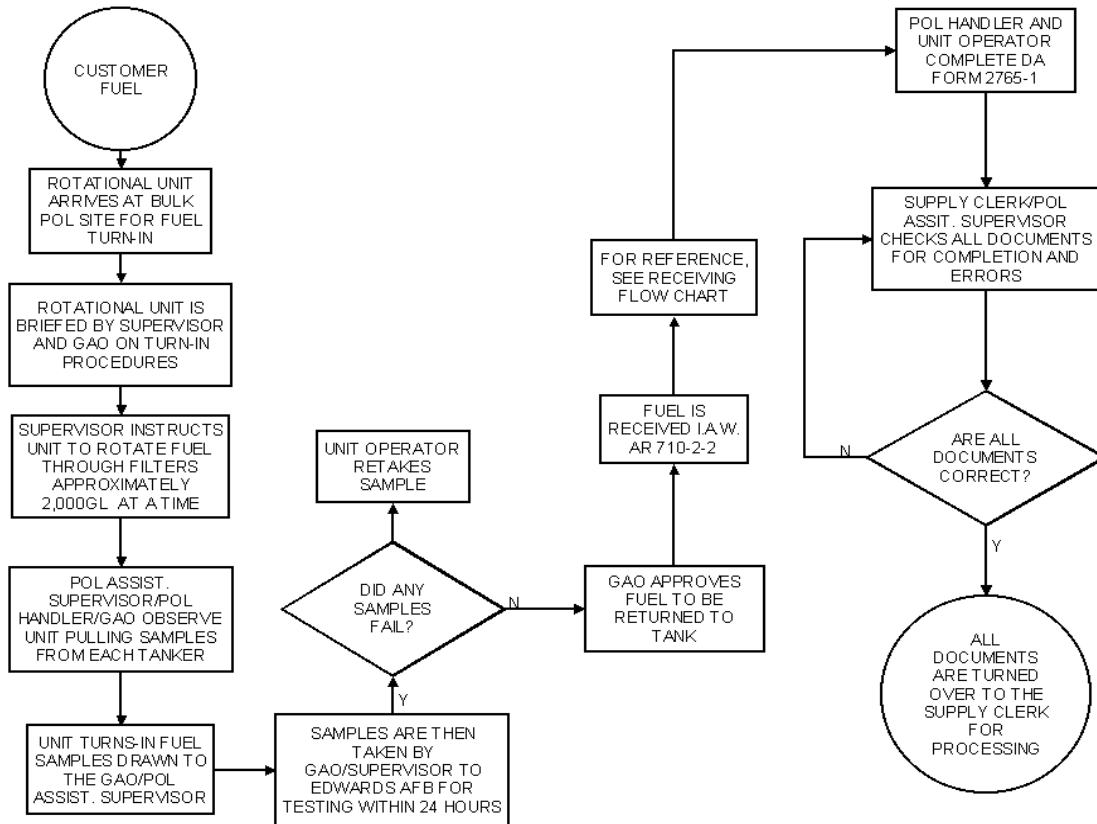
delivery. The POL Supply Clerk will utilize a strapping chart.

3. All accounting documentation will be reviewed and initialed by the POL Supervisor before forwarding to the GAO or other government agencies.
4. Accounting procedures will be in accordance with AR710-2 and as outlined in POL Accountability Process flow chart (See Tab C).

Bulk Fuel Turn-in / Defueling Operations

1. All turn-ins and defueling operations will be prepared on a DA Form 2765-1, and must be approved by the GAO prior to turn-in / defuels.
2. All turn-ins / defuels will be rotated and sampled prior to turn-in, to verify product is not contaminated, and is suitable for use.
3. Turn-ins / defuels will be in accordance with AR 710-2, DA PAM 710-2-2, and MIL -T-83133D. Guidance and approval for turn-in / defuels will be given by the GAO.
4. POL turn-in / defueling operations process: Refer to flow chart for step-by-step procedures and directions (See Tab D).

Turn-In / Defueling Operations Process



TAB D
REVISED 214 JAN 99

Appendix 21: Service Support Automation Management Office (CSSAMO procedures)

1. **PURPOSE:** This SOP establishes procedures and standards intended to be followed by all inbound rotational units to the National Training Center regarding the repair, warranty claims, and maintenance support of the National Training Center's Standard Army Management Information Systems (STAMIS).
2. **SCOPE:** This SOP applies to all Army Reserve, National Guard, Rotational Units training at the National Training center and visiting personnel requesting CSS automation support from the MMC, CSSAMO sections.
3. **GENERAL:** The National Training Centers, Materiel Management Centers CSSAMO division provides backup CSS automation support for all

units training at the NTC. The CSSAMO provides customer support in sustaining and operating the Army's CSS STAMIS. This includes SAMS, ULLS, SARSS, ILAP, and all CSS software, limited hardware, user-owned communication devices, monitoring user training programs, and new equipment fielding.

4. CONCEPT: This SOP describes the procedures, duties and responsibilities to be followed by all units training at the National Training Center who will be using NTC STAMIS equipment.

5. DUTIES AND RESPONSIBILITIES:

. Commanders (Rotation)

1. It is the Commanders responsibility to ensure that all guidelines provided by this SOP are followed.
2. Commanders must ensure that their CSSAMO coordinates with the NTC CSSAMO for the inventory and inspection of STAMIS equipment that will be getting issued to the rotation. (strongly recommend that the CSSAMO team be included in the advance and trail parties, this will ensure support is there from beginning to end)
3. It is the Commanders responsibility to ensure that sufficient qualified technicians are available to support their units STAMIS systems. Furthermore, the rotational CSSAMO must be fully prepared to support all SARSS, ULLS, and home station hardware. (recommend selected personnel are trained in the loading and configuring of all ULLS/SARSS boxes; DODAACs will be loaded)

. CSSAMO (Rotation)

1. The rotational unit's CSSAMO section will be the primary source of support for all STAMIS systems being issued at the National Training Center. (No Exceptions)
2. During the rotations training period their CSSAMO will follow all NTC policies and procedures when repairing or troubleshooting STAMIS systems issued by the NTC.
3. Upon arrival at the National Training Center, the CSSAMO must coordinate with the Fort Irwin CSSAMO for the issue of the rotational STAMIS systems. (see appendix a-c for further instructions)
4. All STAMIS systems being issued to the training unit will be supported by the rotational CSSAMO. Additional backup support for the CSSAMO will be available 24 hours a day and upon request .(prior arrangements must be made with the NTC CSSAMO OIC)
5. It is the responsibility of the CSSAMO to ensure that all STAMIS systems remain in a high state of repair. In cases where the rotational CSSAMO is not able to repair a fault, the NTC CSSAMO will work together with the training unit until the system is back in operation or a float issued.
6. All ULLS systems will be tested and inventoried at the ITT facility Bldg.808 and a nickel washer test performed, (See annex a-c) to ensure all systems are fully operational.
7. SAMS equipment will be inventoried and issued in bldg. 859 (CSSAMO)
8. SARSS equipment will be issued and tested in the 557th Maintenance facility (Bldg. 885).
9. CSSAMO will ensure that all system administrators create two (2) make boot disks after any changes are made to the systems for their SARSS1 servers and for the workstations.

. NTC CSSAMO

1. The CSSAMO section will provide assistance to the rotational CSSAMO until the system is fully operational. They will troubleshoot the complete system and determine if the problem is hardware or software related. In cases where the

Problem is hardware related and repairs will be time consuming a float will be provided until their system is fully operational. The CSSAMO will make every

effort to return all systems back into operation within a 24 hours period or a float will be issued.
2. It is the responsibility of the CSSAMO, STAMIS section to assist all training units with any warranty claims they may have while training at the NTC.
3. The CSSAMO technicians are the only repairmen authorized to open, replace or repair internal components. Systems that are found to have been opened or tampered with by the training units will be reported to the MMC/DCL commanders for possible ECOD action.

. USER/OPERATORS: The system operators will normally be the ones who determine when the computers are non-operational. The operators will then notify their CSSAMO for assistance and possible repairs at their level. Once the system is found to be broken beyond the operator level the CSSAMO will then begin repairs and continue until the system is back in operation.

b. POINTS OF CONTACT:

MMC COMMANDER 380-3841

MMC SPO 380-3802

CSSAMO OIC 380-6029

TROUBLE DESK 380-5283

c. REFERENCES:

- (1) AR 750-1
- (2) DA PAM 525-76
- (3) TRADOC PAM 525-69
- (4) Combat Service Support Automation Office Concepts, 6 May 1991

d. HOURS OF OPERATION: All support will be provided during the hours of operation shown below, exceptions to the established hours will

require prior coordination with the OIC CSSAMO.

Monday-Friday 0730-1145 and 1300-1700

Sat-Sun-Holidays Call the ON CALL NCO (trouble desk will provide pager number)

ULLS GUNNERY (nickel washer test): The following tests will be conducted jointly between the rotational unit's users, CSSAMO, ITT, and the MMC/TSC CSSAMO personnel.

1. Manually load a test vehicle, M998 HUMMV NSN 2320-01-107-7155 (J-1-2), using a bogus administrative number. Use the last four of your social security number for the vehicle serial number, no registration number is necessary.

Are all fields correct: Yes

Is this a substitute or in-lieu-of item: No

2. THE ONLY REQUIRED INFORMATION FOR THE NEXT SCREEN IS AS FOLLOWS.

Current odometer reading: 1

Cumulative Equipment Reading: 1

Dispatch: A

Equipment Class Code: W1

Fuel Type: D

Will service data be added for this equipment: N

Will components be added for this equipment: N

Enter a deadline fault for this vehicle: (1-3-1)

Order a nickel washer, NSN 00-000-0079 against the fault (A-1)

Quantity: 1 each

Priority: 02

Is the equipment NMCS: Yes

Will the unit deploy in the next 30 days: No

Will a walk through be required: No

Create an ULLS supply disk for SSA (A-9-1)

Label the disk with date, time, DODAAC, unit and the word "test"

Create an ULLS Maintenance disk for SAMS1 (M-1-1)

Label the disk with date, time, UIC, unit and the word "test"

3. SHOP OFFICER RUNS SAMS1 TO SAMS2 INOP TRANSFER PROCESS, SAMS2 SITE RUNS A 026 PRINT WITH THE NMCS SYSTEMS, CHECK TO ENSURE THAT ALL DODAACs (units) APPEAR ON THE 026 PRINT.

Receive ULLS supply status disk from FSB SSA (B-3-1)

You should receive at least a BM or BA status

Create an ULLS maintenance disk for SAMS1 (M-1-1)

Label disk with date, time, UIC, unit and the word "test"

4. SHOP OFFICER RUNS SAMS1 TO SAMS2 INOP TRANSFER PROCESS, SAMS2 SITE RUNS 026 PRINT WITH NMC SYSTEMS SHOWING PARTS STATUS, ALL DODAACs (UNITS) APPEAR ON THE 026 PRINT WITH PARTS STATUS.

ONCE ALL SYSTEMS ARE ABLE TO PERFORM THE TEST THE CSSAMO WILL VERIFY FOR THE ROTATIONAL COMMANDER THAT ALL SYSTEMS ARE GO.

NOTE:

1. Once equipment is issued and signed for it is possible to have unexpected hardware problems. In these cases the CSSAMO should make every effort to repair the fault and if necessary the NTC CSSAMO should be made aware of these faults.
2. Faults resulting or due to a direct result of connection with other automation/networking equipment not issued for use with the STAMIS by the NTC will be the responsibility of the training unit. The NTC CSSAMO will not be held liable for hardware damage resulting from misuse

of government equipment by the training unit.

3. Under no circumstances will the ULLS systems be used as a normal computer, the ULLS laptops have been configured for use with the ULLS software only.

ULLS GUNNERY TIMELINE

MONDAY:

0900- 1200

1. Turn in (DA 1687) notice of delegation of authority cards, and assumption of command orders to Bldg. 504, 808, 859
2. Inventory and issue of SAMS equipment at Bldg. 859; after signing for SAMS equipment it must be moved to Bldg. 808 and set up for the ULLS nickel washer test.
1. Inventory and issue of SARSS equipment at 557th Maintenance Facility, and set up for ULLS nickel washer test.

1300-TBD

1. PLL clerks and BMO's report to Bldg. 808 where they will receive a briefing on the ULLS gunnery.
2. PLL's will be issued, inventoried and signed for.

TUESDAY:

0700-TBD

1. Unit ULLS clerks and BMO's report to Bldg. 808 for preparation and start of ULLS gunnery. At this time all ULLS Laptop computers will be inventoried, tested and signed for. Below is a listing of supplies that must be brought by the unit to support the test. (ULLS laptops MUST remain at Bldg. 808 until all testing is completed)
 - a. one box of 1.44 floppy disks per company
 - b. FANFOLD printer paper
 - c. Printer ribbons for support of the KXP 2124 Panasonic printer

NOTE:

During the ULLS gunnery units can load home station equipment and draw vehicles while awaiting parts status, but cannot order any parts until after the ULLS testing is completed.

WEDNESDAY:

0700-TBD

1. Complete ULLS testing, continue loading vehicles and once finished pack up all systems and move to the issue yard.

HOME STATION ULLS-G PREPARATION

Vehicle Trans out disk (1.44 floppy) of all home station equipment being brought to the National Training Center. If you are bringing mostly home station equipment you will need to bring a unit Trans Out disk from you home station ULLS box. When you arrive at the National Training Center Bldg. 808 ITT ULLS issue site notify us and we will prepare the disks for use with our equipment ULLS laptops. You will also need to bring a print of your operator's information; this will need to be inputted manually.

NOTES:

1. All disks mentioned in this memo must be brought with the advance party.
2. We require a listing with appointment orders of all STAMIS POC's, i.e. ULLS/SAMS/SARSS.
3. You must bring your own cleaning supplies, or purchase them locally prior to signing for your STAMIS equipment.

RECOMMENDED SUPPLIES

Canned Air

New 1.44 Floppy disks

Printer ribbons for the KXP 2124 Panasonic printer

Fanfold printer paper

Appendix 22 - CSSAMO Policy Letter

During your issue period the CSSAMO will be given three (3) levels of sign-on passwords.

1. User Level. This sign on password is for ULLS clerks and commanders. They have limited access rights, these cannot be changed except

for the following

- . Parameter updates recoverable to paper.
- b. Parameter updates specific for BLAST requirements.
- 1. Systems Controller Level. This sign on password is for use by ITT controllers used to handle certain situations in troubleshooting ULLS-G problems. No alterations to access or disclosure of passwords allowed.
- 2. ULLS systems administrator Level. This sign on password is just for your use in changing security rights for the sign on as specified above.

The National Training Center's policy for the user and you is as follows.

- . ULLS Laptops are only allowed to contain ULLS-G software loaded.
- b. Security parameters cannot be changed at the operator level.
- c. Security accesses cannot be changed.
- d. View ULLS will used at the CSSAMO level only.
- e. Under no circumstances will View ULLS be given to the operator level.

Failure to follow these guidelines and security protocols could result in additional charges to include reports of survey where these standards have not been met.

These charges could include the cost per man-hours by ITT, NTC systems support and any sub contractors needed to fix or restore the system to its original configuration.

All non-compliance will be reported to the Deputy Commander for Logistics, Theater Support Command.

Print Name Rank Unit

Signature Date

SARSS EQUIPMENT CHECKLIST

The following checklist will be used to verify that the SARSS1 STAMIS equipment that you will be signing for is in good working order during issue and turn in. Use this checklist as a tool that will assist you in the maintenance and operation of the STAMIS system.

1. The National Training Center, Corps Support Battalion, 31st Maintenance Company is responsible for ensuring that answers have a YES response prior to issuing the equipment.
 - a. Are ALL SARSS components clean and serviceable? Y N
 - b. Has an inventory of all hardware been conducted? Y N
 - c. c. Has a Make Boot disk with diskettes and backup been created? Y N
 - d. Have all SARSS components been connected to the server to ensure Connectivity, to include Hubs and Printers? Y N
 - e. Have all PDCD's been preloaded and tested? Y N
 - f. Are all BATCHES verified to be in sequence? Y N
 - g. Is the server communicating with higher source SARSS 2 A/D? Y N
 1. Via Modem? Y N
 2. Via Lan? Y N
 - h. Has the rotational SSA signed for all equipment? Y N

Print Name Rank Unit

Signature Date

3. The rotational CSSAMO and SSA Officer are responsible for ensuring that all

Questions have a YES answer prior to the equipment being accepted by the 31st Maintenance Company.

- a. Are ALL SARSS components clean and serviceable? Y N
- b. Has an inventory of all hardware been conducted? Y N
- d. c. Has a Make Boot disk with diskettes and backup been created? Y N
- d. Have all SARSS components been connected to the server to ensure
Connectivity, to include Hubs, and Printers? Y N
- e. Have all PDCD's been preloaded and tested? Y N
- f. Are all BATCHES verified to be in sequence? Y N
- g. Is the server communicating with higher source SARSS 2 A/D? Y N
 - 1. Via Modem? Y N
 - 2. Via Lan? Y N
- h. Has the 557th Maintenance SSA signed for all equipment? Y N

Print Name Rank Unit

Signature Date